Torrey Hills
Community Plan

The City of San Diego

TORREY HILLS

COMMUNITY PLAN

City of San Diego Planning Department
202 C Street, MS 4A
San Diego, CA 92101

Printed on recycled paper.

This information, or this document (or portions thereof), will be made available in alternative formats upon request.

TORREY HILLS COMMUNITY PLAN AMENDMENTS

The following amendments have been incorporated into this March 2007 posting of this Plan:

Amendment	Date Approved by Planning Commission	Resolution Number	Date Adopted by City Council	Resolution Number
Torrey Hills Community Plan adopted.	February 27, 1997	1154-PC	March 17, 1997	R-228438
Torrey Reserve Gateway	June 4, 1998	P-98-100	June 30, 1998	R-290408
Torrey Hills Plan Boundary			August 4, 1998	R-290606
Holtze Executive Village	June 17, 1999	P-99-074	June 29, 1999	R-291878
Campus at Torrey View	June 27, 2002	P-02-100	July 30, 2002	R-296899
Sorrento-Torrey Hills name change	October 24, 2002	P-02-174	April 28, 2003	R-297905
Torrey Corner	August 31, 2006	4129-PC	November 14, 2006	R-302088

Editor's Note: On April 28, 2003, the community name was changed from Sorrento Hills to Torrey Hills. Some references to Sorrento Hills that appeared in prior versions of this Plan have been accordingly changed to Torrey Hills.

MAYOR

Susan Golding

COUNCIL

Harry Mathis
Barbara Warden
Byron Wear
Valerie Stallings
Christine Kehoe
Judy McCarty
George Stevens
Juan Vargas

CITY MANAGER

Jack McGrory

PLANNING COMMISSION

Mark Steele, Chair
Andrea Skorepa
William Anderson
David Watson
Verna Quinn
Patricia Butler
Frisco White

PLANNING DEPARTMENT

Ernest Freeman, Planning Director
Jeff Washington, Deputy Planning Director
Mike Stang, Principal Planner
Mike Westlake, Senior Planner
Bernie Turgeon, Senior Planner

Table of Contents

EXECUTIVE SUMMARY 3
Plan Vision 3
Key Policies 5

INTRODUCTION 9
Purpose of the Plan 9
Plan Organization 9
How the Plan Was Developed 11

PLANNING CONTEXT 15
The Community Plan Area 15
Development and Planning History 15
Background 16
Local Coastal Program 19
Urban Setting 21
Environmental Setting 23

COMMUNITY LAND USE ELEMENTS 31
Residential Land Uses 33
Industrial/Business Park Land Uses 47
Commercial Land Uses 55
Transportation 61
Open Space and Resource Management 77
Community Facilities 87

COMMUNITY DESIGN ELEMENT 97
Grading Concept 99
Building Placement 105
Landscape Concept 107
Community/Planning Area Entries 111

COASTAL ZONE POLICIES 119
Residential Land Uses 121
Commercial Land Uses 123
Transportation 125
Open Space and Resource Management 127
Community Design 129

List of Appendices

Appendix A. Legislative Framework. 139
Appendix B. Land Use Intensity Comparison—1994 Plan and 1997 Plan 141
Appendix C. Land Use Intensity and Traffic Generation 143
Appendix D. Community Plan Recommended Zoning 147
Appendix E. Relationship to Progress Guide and General Plan 151
Appendix F. Plan Update and Amendment Process 153

List of Figures

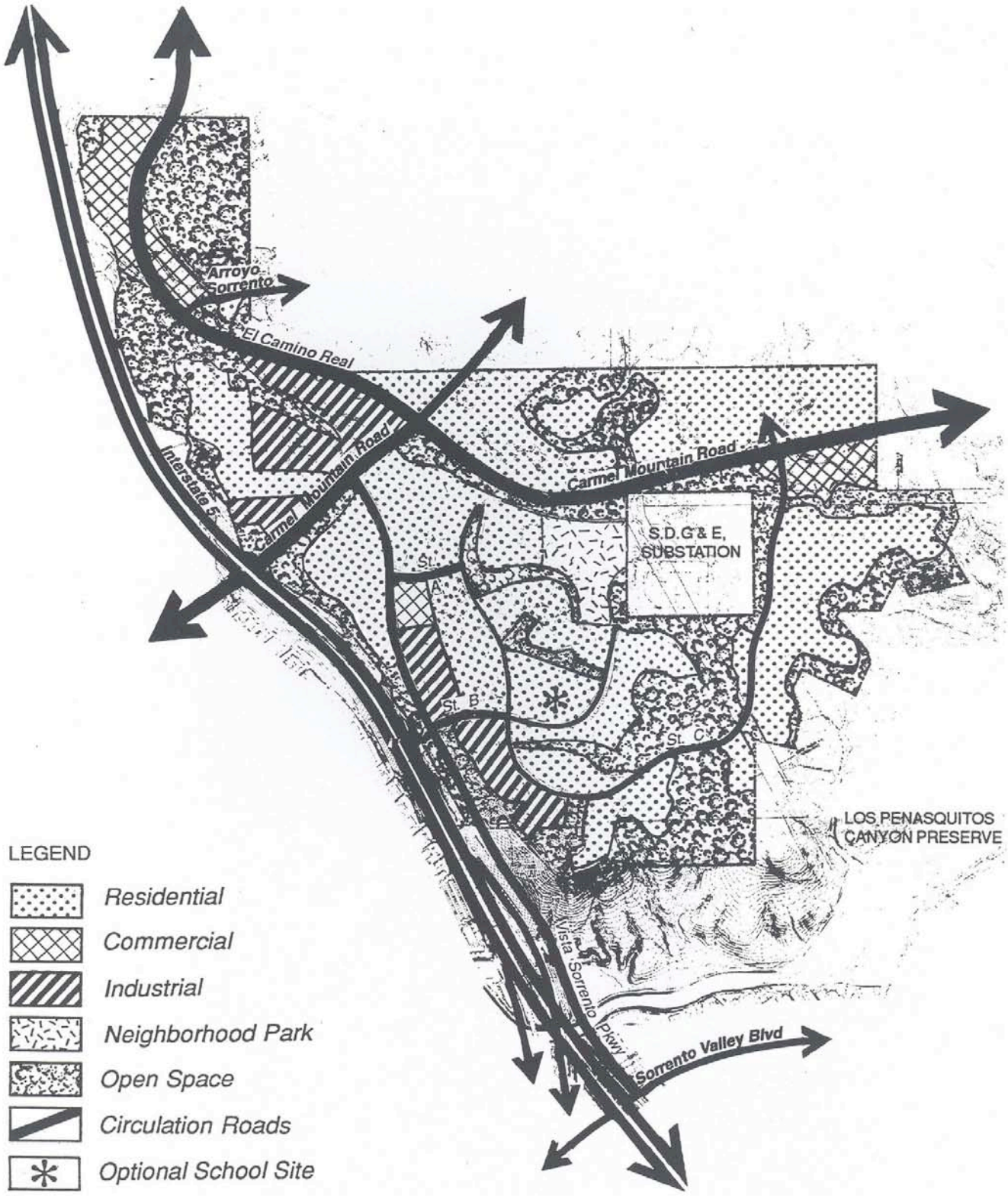
Figure 1. Land Use Plan 2
Figure 2. Vicinity Map 14
Figure 3. Coastal Zone Boundaries 18
Figure 4. Relationship to Surrounding Communities 20
Figure 5. Physical Constraints 22
Figure 6. Community Planning Areas 30
Figure 7. Residential Land Uses 32
Figure 8. Industrial/Business Park Land Uses 46
Figure 9. Commercial Land Uses 54
Figure 10. 1991 Average Daily Traffic 62
Figure 11. Vehicular Circulation 64
Figure 12. Community Plan Traffic Volumes 66
Figure 13. Community Trails System 68
Figure 14. Bikeway Plan 70
Figure 15. Bikeway Facilities Classifications 72
Figure 16. Open Space Map 78
Figure 17. Torrey Hills Community Facilities Map 86
Figure 18. Surrounding Communities Facilities Map 88
Figure 19. Community Entries 112
Figure 20. Coastal Zone Steep Slopes 130

List of Tables

Table 1 Land Use Table 4
Table 2 Residential Land Uses 34
Table 3 Industrial/Business Park Land Uses 48
Table 4 Commercial Land Uses 56
Table 5 Twenty-five Percent Slope Encroachment Allowance 131

1 Executive Summary

- Plan Vision
- Key Policies



Land Use Plan **1**
Torrey Hills Community Plan FIGURE

EXECUTIVE SUMMARY

PLAN VISION

The Torrey Hills community planning area is characterized by its high visibility from adjacent freeways and its varying natural topography. It is uniquely located between two regionally significant open space areas: Carmel Valley on the north and Los Peñasquitos Canyon Preserve on the south. This location, with its coastal influences combined with the natural features of the planning area, results in the presence of potentially important native habitats and wildlife species. Additionally, the planning area is situated in proximity to existing employment centers and residential development, which provides an opportunity for the Torrey Hills Community Plan (Plan) to balance land uses in the area.

The primary vision of the Plan, which will guide development in Torrey HilIs over the next 15 to 20 years, is:

> *Develop the community with land uses that complement surrounding developing areas and maximize mobility opportunities; that reflect the variety of landforms characterizing the community; that protect and enhance important wildlife habitat; and that provide for a high-quality urban form reflective of the area's unique location and natural attributes.*

The focus of this Plan is to implement this vision through the creation of cohesive land uses which provide residential densities supported by an integrated circulation network and mobility and transit opportunities; which supplement the employment base developing in the area; which combine land uses in and around the community to create a viable balance; and which are compatible with regional open space plans and important wildlife habitats.

The **Land Use Plan** appearing on **Figure 1** and the **Land Use Table** (**Table 1**) represent a development scenario for the community that implements the Plan Vision.

TABLE 1

LAND USE TABLE

Land Use	Acres	Percent of Community Plan	Development Intensity
Residential			
Very Low	22	3	123 units
Low	203	26	1,211 units
Medium Low	38	5	770 units
Total Residential	**263**	**34**	**2,104 units**
Commercial			
Torrey Corner	24	3	477,000 square feet
Support Commercial Center[1]	4	1	40,000 square feet of support retail commercial or industrial/business park land uses **OR** a maximum of 300 hotel rooms and 5,000 square feet of support retail commercial land uses
Torrey Hills Neighborhood Commercial Center	13	1	151,300 square feet
Total Commercial	**41**	**5**	**668,300 square feet**
Industrial/Business Park			
Torrey Hills Industrial/Business Park	47	6	1,099,775 square feet
Sorrento Hills Gateway	30	4	250,225 square feet
Total Industrial/Business Park	**77**	**10**	**1,350,000 square feet**
Community Sports Park Complex	**14**	**2**	
Open Space	**283**	**36**	
Utility			
SDG&E Substation	40	5	
Streets, Freeways	**66**	**8**	
Totals	**784**	**100**	

[1] The Support Commercial land use permits development of retail commercial uses, hotel facilities intended to support the adjacent business/industrial parks and/or a combination of support retail uses and support hotel uses. Additionally, the Support Commercial land use allows for development of business park/industrial uses, if support commercial uses do not occur in this area of the community.

KEY POLICIES

The following key policies have been developed to respond to the Plan's vision of land use balance, integration and cohesiveness; sensitivity toward open space and wildlife habitat and a reflection of underlying landform; and densities of land uses supported by accessibility and employment base. These key policies have been interwoven throughout all elements of this Plan.

1. Develop a mix of land uses that integrates and balances existing and planned land uses in the community as well as takes advantage of view opportunities and accessibility.

2. Provide employment, recreation and housing opportunities situated in a manner that encourages walking and bicycle use to assist in reducing single-occupant automobile travel.

3. Develop industrial areas with predominately light industrial, manufacturing, professional office and scientific research uses. Such developments shall reflect sensitivity in design and complement residential developments.

4. Provide adequate retail and support commercial uses to meet community demand.

5. Develop specific development controls and special design standards through the permit review process to assure compatibility with adjacent residential and regional park uses.

6. Adhere to community-wide landscape design guidelines to ensure that Torrey Hills has a distinctive and cohesive community image.

7. Encourage more efficient use of land compatible with and sensitive to existing natural ecological, scenic and open space resources through innovative grading techniques and design standards.

8. Preserve and, if necessary, enhance or restore open space areas identified within the community. Protect open space areas from development pressures through dedication, acquisition or open space easements.

9. Assure compatibility with the existing energy developments in the community by minimizing the impacts of development on the existing facilities and by minimizing the impacts of the facilities on the development.

10. Provide for land development projects within the community which are sensitive to landform and adjacent uses, which have adequate internal circulation and linkage to regional vehicular and transit transportation systems and which demonstrate high-quality design and construction.

2 Introduction

- Purpose of the Plan
- Plan Organization
- How the Plan was Developed

INTRODUCTION

PURPOSE OF THE PLAN

The Torrey Hills Community Plan and accompanying Environmental Impact Report (EIR) are required by the City of San Diego (City) for the orderly and sensitive development of land in the Torrey Hills area of the City. In this manner, the Plan is a set of proposals intended to serve as a guide for future public and private development within the community. The Plan includes a series of goals and actions which are consistent with City policy. These goals and actions provide direction as to how the proposals within the Plan should be carried out.

This Plan should not be considered as a static document. It is the intent of this Plan to provide guidance for the orderly and controlled growth of the Torrey Hills community. In order to respond to unanticipated changes in environmental, social, or economic conditions, the Plan shall be continually monitored and amended when necessary, so as to remain relevant to the needs of the Torrey Hills community and the City of San Diego.

PLAN ORGANIZATION

This document is comprised of six distinct sections that together make up the Torrey Hills Community Plan. Supporting the text in these sections is the **Land Use Plan** (**Figure 1**), which depicts land use designations throughout the community, and other graphic representations to assist in understanding the Plan elements.

The first three sections of the document serve as an introduction by explaining the document's purpose and organization and by discussing existing site-related conditions:

Executive Summary

This section is located at the very beginning of the document and contains the long-term vision statement for development of the area, as well as key policies which will serve to guide growth in the plan area over the next decade or so.

Introduction

This section follows the Executive Summary and includes the Plan’s purpose, the Plan organization and the background history of the Plan to date.

Planning Context

This section includes a description of the location and boundaries of the plan area, a development and planning history and descriptions of existing environmental conditions in the Torrey Hills community.

The following three sections form the core of the Plan by establishing the land uses, development standards, policies and action statements that will guide development in the area for years to come.

Community Land Use Elements

This Plan includes six separate land use elements (i.e., **Residential, Industrial/Business Park, Commercial, Transportation, Open Space and Resource Management**, and **Community Facilities**) that will dictate the development pattern in Torrey Hills. Each element provides specific goals, policies and recommended action plans, as well as background information and specific development proposals. For development located within the Coastal Zone, the Coastal Zone Policies shall also apply.

The Goals and Policies set forth in each element are intended to provide direction to City staff, the Planning Commission and the City Council, which will assist them in evaluating development proposals within Torrey Hills. The Action Plans are provided in a matrix format and contain more concrete recommendations that may be used by City staff, the Planning Commission and the City Council as a project implementation tool.

Community Design Element

Landscape, siting and general grading concepts have been included in this section of the Plan. These Guidelines are intended to complement the Land Use Elements by introducing selected design features that will give Torrey Hills a strong, distinctive community image.

Coastal Zone Policies

Portions of the community lie within the Coastal Zone for the state of California. The state Coastal Commission has adopted the North City Local Coastal Program that provides direction for development within those portions of Torrey Hills located in the Coastal Zone. This Plan document supersedes the Coastal Zone Policies specific to Torrey Hills. All development located in the Coastal Zone shall comply with these policies, as well as with other applicable goals and policies presented in other elements of this Plan.

Finally, the document also contains a series of **Technical Appendices** that include the legislative framework for processing and approving the Plan, a comparison of 1994 and current land use intensities, the relationship of land use intensity and traffic, recommended zoning for the community, the relationship of the Plan to the City's Progress Guide and General Plan (General Plan), and information on the updating and amending of this document.

HOW THE PLAN WAS DEVELOPED

Preparation of the Torrey Hills Community Plan and the required Community and General Plan Amendment was officially made possible by action of the San Diego Planning Commission on July 2, 1981, when the Commission instructed the San Diego Planning Department to work with the property owners to develop a policy document and plan for the area. The original Plan was subsequently adopted by the San Diego City Council on March 8, 1983.

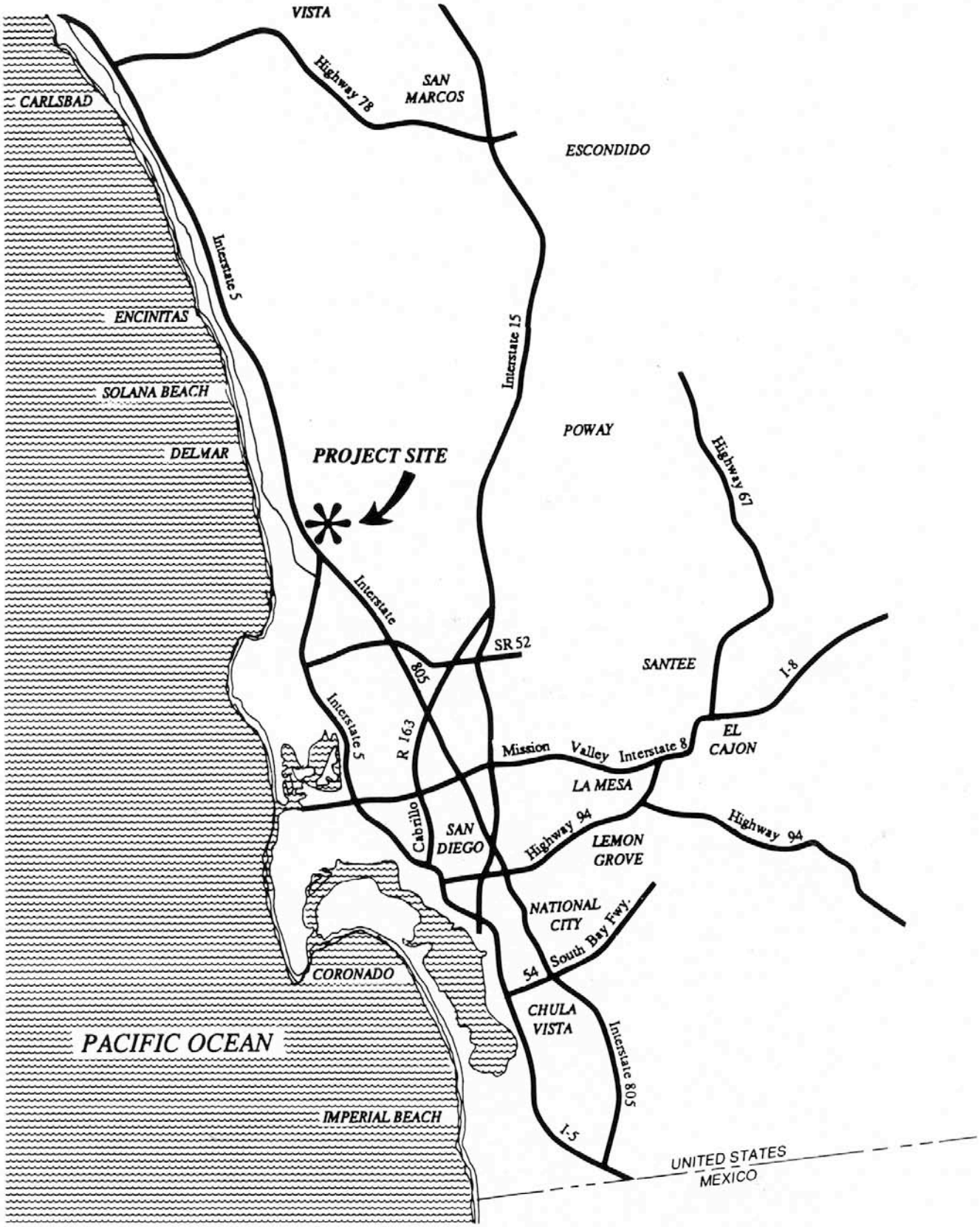
An updated version of the Plan was prepared in 1994, which allocated land uses to an approximately 178-acre addition to the community resulting from an action by the voters of San Diego in 1986 to trade this area, previously a part of Los Peñasquitos Canyon Preserve, for approximately 288 acres of privately owned land regarded as higher quality park land. Other land use changes were incorporated into the Plan at that time, including a greater focus on residential uses and the addition of Street "A" (or Vista Sorrento Parkway, as it has been subsequently named), an important north-south access through the community benefiting community residents and employees as well as motorists accessing adjacent communities. In 1997, a subsequent amendment to this Plan occurred resulting in a refinement of land use changes that occurred with the 1994 update. Subsequent to the Torrey Hills project's 1997 update of the Plan, an additional amendment to the Plan was approved in 1997 for Torrey Reserve Gateway. Again, in 1999, the Plan was amended to expand the Support Commercial uses permitted within Torrey Hills to include hotel uses intended to support adjacent business/professional offices and residential land uses.

The 1994 through 2000 amendments have been prepared by a private consultant team working closely with the City of San Diego Long Range and Facilities Planning Department staff. The consultant team was largely responsible for conducting the necessary research, drafting the Plan elements, soliciting input from neighboring groups, and acting as a liaison between the property owners and the City. The City of San Diego Long Range and Facilities Planning Department staff provided technical assistance and evaluated the materials prepared by the consultant team for consistency and compliance with established City policies and regulations.

Because, prior to 1997, there were no inhabitants residing in the area of the Plan, the San Diego Planning Commission acted as the Community Planning Group per City Council Policy 600-5 for the review and approval of the Plan in 1983, as well as subsequent amendments in 1994 and 1997. In this capacity, the Planning Commission conducted workshop sessions and public hearings prior to adoption of the Plan. For the 1999 amendment, the newly formed Torrey Hills Community Planning Board provided input and recommendations.

3 Planning Context

- The Community Plan Area
- Development and Planning History
- Background
- Local Coastal Program
- Urban Setting
- Environmental Setting



Vicinity Map **2** FIGURE

Torrey Hills Community Plan

PLANNING CONTEXT

THE COMMUNITY PLAN AREA

The plan area is located in the north central part of the City of San Diego (see **Figure 2**, **Vicinity Map**). The entire planning area contains approximately 784 acres and is bounded on the south by Los Peñasquitos Canyon Preserve, on the west by Interstate 5 (I-5), and on the north and east by the Carmel Valley community planning area.

The Torrey Hills community is adjoined by two other existing community planning areas: Torrey Pines, across I-5 to the west and south, and Carmel Valley to the north and east. In addition, there are two other planned communities in the immediate vicinity: Mira Mesa is located immediately across Los Peñasquitos Canyon Preserve to the south; the University community is situated across Los Peñasquitos Canyon and I-5 to the southwest.

DEVELOPMENT AND PLANNING HISTORY

The Torrey Hills area has an interesting planning history that is tied to the planning efforts for Los Peñasquitos Canyon Preserve. For nearly ten years, prior to the adoption of the General Plan in 1979, the City and county had been conducting studies on Los Peñasquitos Canyon as an open space park. During that period, the Carmel Valley community was being planned and the Torrey Hills area was specifically excluded so as not to preempt the determination of a precise park boundary. By the time the General Plan was adopted in 1979, the precise boundary of the park still had not been determined, and the Torrey Hills property was designated as “Future Urbanizing” on the General Plan until the boundary of the preserve could be determined.

In February 1980, Genstar-Penasquitos (now AG Land Associates, LLC) dedicated a total of 1,806 acres of Los Peñasquitos Canyon to the City for use as a preserve. This action precisely defined the boundaries of the preserve as it borders the Torrey Hills property. This action subsequently cleared the way to initiate a community planning program for the Torrey Hills property and to amend the General Plan which transferred the original plan area from Future Urbanizing to Planned Urbanizing.

BACKGROUND

Development plans have been submitted and approved for all planning areas within the community. Tentative maps, Planned Industrial Development permits, Planned Residential Development permits, Planned Commercial Development permits, Hillside Review permits, Coastal Development permits and Rezone applications have been approved, and final maps have been recorded. Development has begun in the community with the construction of basic infrastructure and roads, such as El Camino Real and Carmel Mountain Road, and construction of the Torrey Reserve commercial development and Torrey View residential development in the northern portion of the community. Additionally, grading has occurred in other portions of the community in preparation of implementing approved projects.

Prior to 1986, approximately 178 acres located adjacent to the Torrey Hills community planning area was designated as "Future Urbanizing" on the General Plan map. On November 4, 1986, the citizens of San Diego approved a ballot measure which directed that a 166-acre parcel owned by the City and located at the western boundary of Los Peñasquitos Canyon Preserve adjacent to I-5 be traded for 288 acres of privately owned land located adjacent to the preserve and just north of the area known as "the falls." An additional 12 acres located between the 166-acre parcel and I-5 was also incorporated into the ballot measure in order to avoid creating a small island of Future Urbanizing area between the 166-acre parcel and the freeway. This total 178-acre addition to Torrey Hills was referred to as the "Park Trade" property. Approval of the ballot measure resulted in a transfer of this property from Future Urbanizing to Planned Urbanizing.

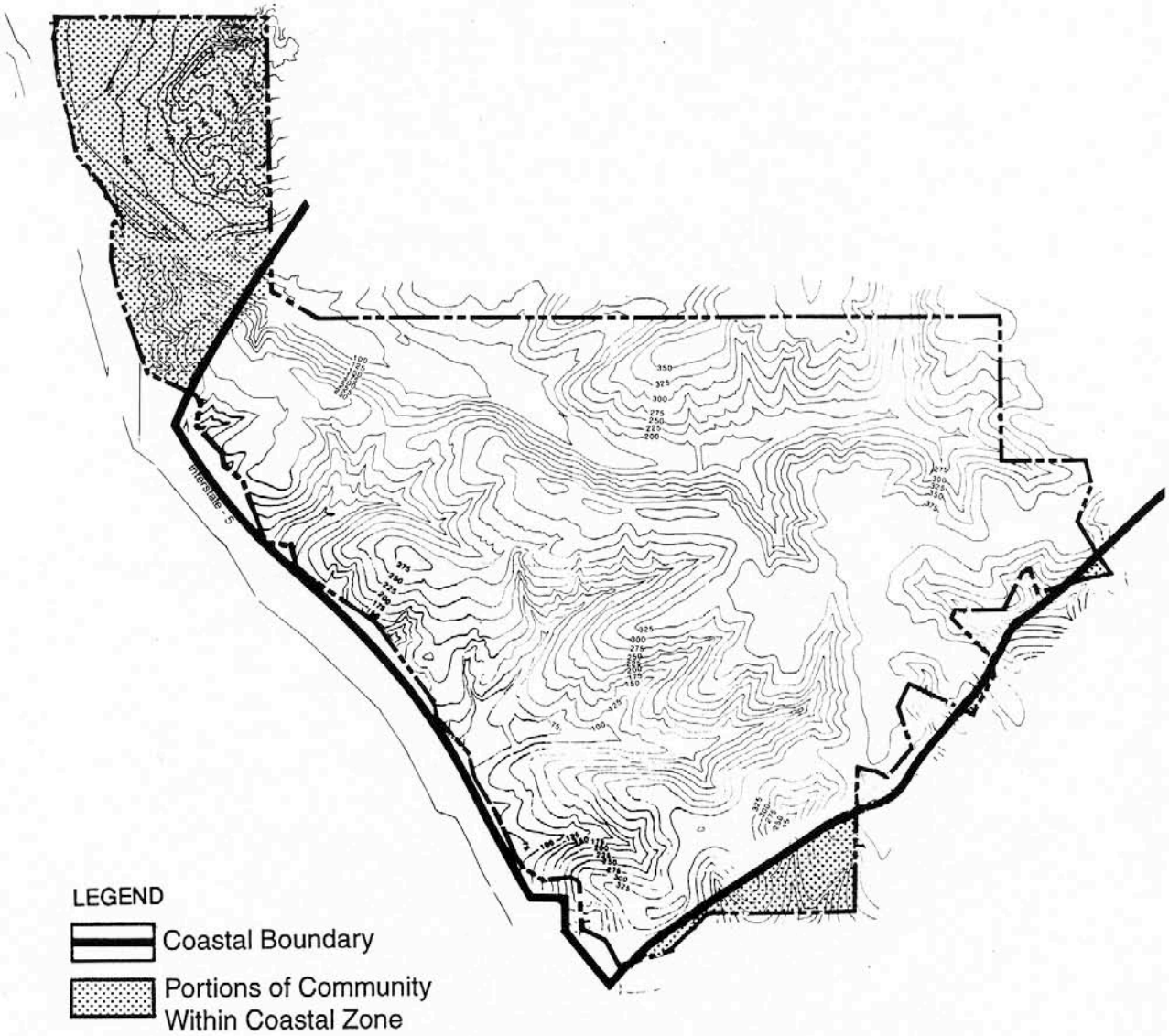
In 1994, the City Council approved an amendment to the Plan and the General Plan that served to implement the results of the initiative, converting the Park Trade property from "Future Urbanizing" to "Planned Urbanizing," and providing for expanded industrial and residential opportunities for the community. The 1994 amendment provided for a substantial medium-low-density residential land use component and additional single-family housing opportunities as a reaction to the need for these types of housing in the area and the community's opportune location adjacent to I-5 and the planned heavy rail commuter train line in Sorrento Valley. Recent adopted and pending legislation, both at the local and state levels, is beginning to direct the concentration of compatible and supporting land uses adjacent to transit corridors in order to reduce emissions and improve traffic congestion. Additionally, the inclusion of a medium-low-density residential component within the **Residential Land Uses Element** supports key policies of this Plan directed at providing affordable housing for workers within the community and providing housing in an area where easy accessibility and transit opportunities occur. Other minor changes that occurred in the 1994 update include a restructuring of industrial uses diminishing the focus on professional office use; the inclusion of 1.3 acres previously shown within the Carmel Valley Neighborhood 8A Precise Plan; and the addition of Street "A" (Vista Sorrento Parkway), the northern extension of which provides a north-south access through the community between Carmel Mountain Road and Sorrento Valley Boulevard.

The Torrey Hills 1997 amendment to this Plan involved a further refinement of planned land uses, primarily in the southern portion of the community, and minor adjustments to the circulation system. Area devoted to industrial land uses has been reduced and concentrated in the western portion of the community, where easy access to I-5 and Vista Sorrento Parkway is available. Recognizing the potential to market this high profile area to corporate headquarters and professional office users, the land use designation for this area has been re-named Industrial/Business park. The 1997 amendment provides a broader range of residential land uses, varying from apartments, condominiums and townhomes, to smaller lot detached residential and traditional single-family subdivisions. A Neighborhood Commercial Center has been added, providing for retail commercial uses typically serving residential neighborhoods. In anticipation of an increase in students associated with more traditional family neighborhoods, the 1997 amendment provides the option for an elementary school site located central to residential developments planned for the southern portion of the community.

In addition to the Torrey Hills 1997 update of the Plan, a second amendment relative to the Torrey Reserve Gateway project was approved in 1997, resulting in a land use change of approximately 30 acres located immediately east of I-5 and north and south of Carmel Mountain Road. That amendment replaced the Sorrento Hills Gateway industrial area with the Torrey Reserve Gateway Medium Low-Density Residential area.

There was a 1999 amendment that involved a refinement of planned land uses in subarea “b” of the Torrey Hills Industrial/Business Park portion of the community. The 1999 amendment included the addition of hotel uses in the Support Commercialized use designation. In order to accommodate opportunities in the Support Commercial land use area, this Plan recommends a rezone to CV and application of a Planned Commercial Development (PCD) permit.

The 2002 Plan amendment involved the designation of approximately 7.7 acres north of Carmel Mountain Road and east of I-5 from residential to industrial land uses. The area is contiguous to the Carmel Mountain Road freeway interchange. The proximity to the UCSD campus and to accommodate the expanding need for industrial/high-tech/corporate office uses in the area coupled with access to transportation and future transit uses, supported the land use change. To facilitate the design objectives and the transportation improvements of the Plan, the application of a Planned Development Permit (PDP) is recommended.



Coastal Zone Boundaries

Torrey Hills Community Plan

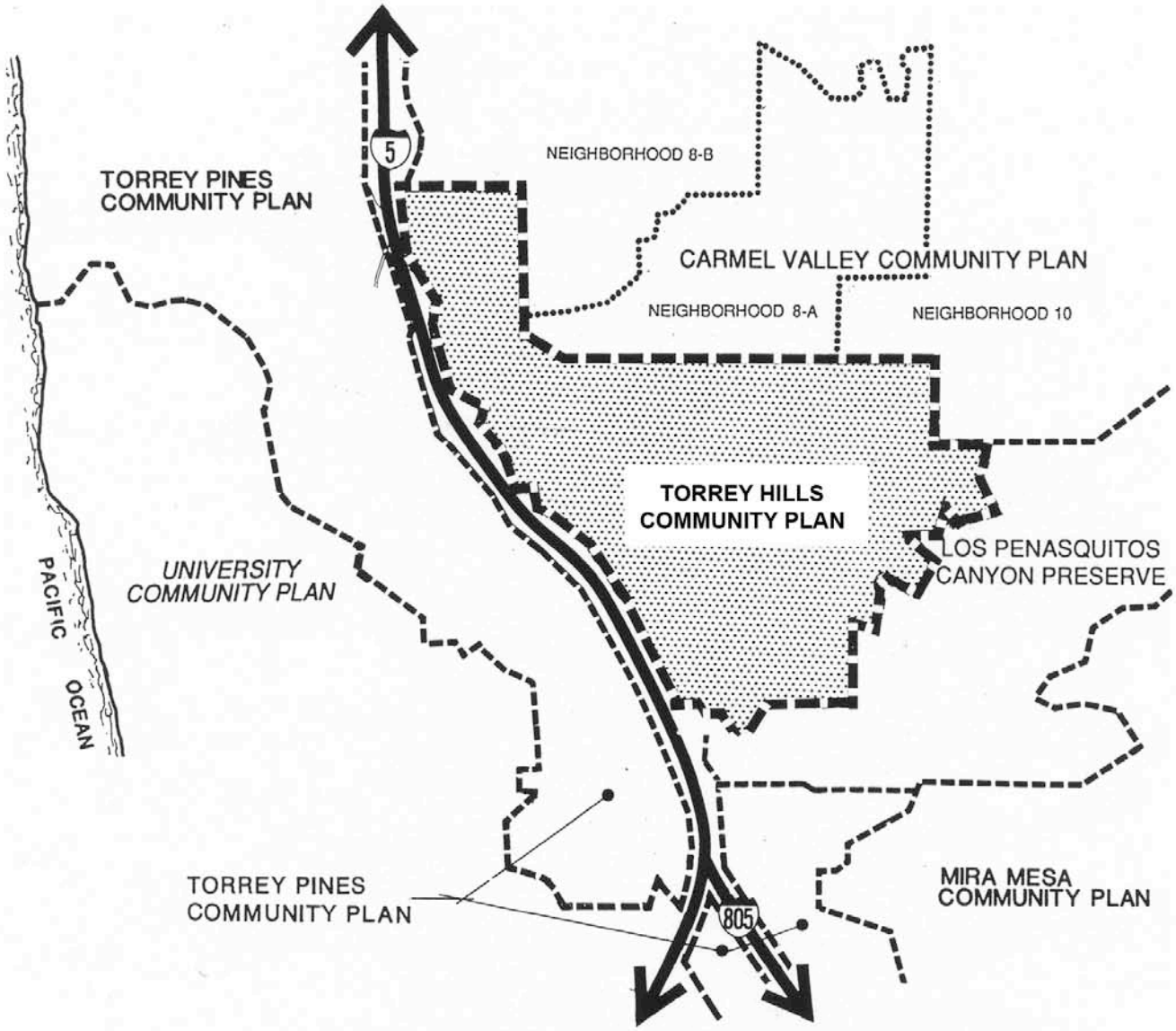
3
FIGURE

LOCAL COASTAL PROGRAM

The passage of the Coastal Initiative in 1972 established temporary Coastal Commissions to prepare a plan for sound conservation and development of coastline areas. The plan was completed in late 1975 and served as the basis for the California Coastal Act of 1976. This legislation established state policies on coastal issues and the requirements for local coastal program preparation by government entities. The local coastal programs include local government land use plans, zoning ordinances, zoning maps and other implementing actions. When the local plans have been certified by the Coastal Commission as being consistent with Coastal Act policies, the permitting controls now exercised by the Coastal Commission will be returned to local governments, subject to a system of appeals to the Coastal Commission.

The northern portion and the southern perimeter of the plan area, consisting of approximately 123 acres, are included within the Coastal Zone, as defined by the Coastal Act of 1976 (see **Figure 3**, **Coastal Zone Boundaries**). The primary reason for this inclusion is to provide additional upstream protection for the environmentally sensitive wetland of Los Peñasquitos Lagoon. Because portions of the community are situated within the Coastal Zone, this Plan has the additional responsibility of containing specific land use and development policies pursuant to the adoption of a Local Coastal Program (LCP). These are contained in the **Coastal Zone Policies Element** of this Plan.

The City of San Diego has prepared and submitted the North City Local Coastal Program Land Use Plan and the related Implementation Ordinances. The Land Use Plan (LUP) includes land uses for those portions of the communities of University City, Mira Mesa, Torrey Pines, Carmel Valley, and Torrey Hills, which are located within the Coastal Zone. Subsequent to adoption of the North City Local Coastal Program, and in conjunction with approval of the 1994 amendment of this Plan, the state Coastal Commission certified this Plan as superseding the Coastal Zone Policies specific to the Torrey Hills portion of the North City Local Coastal Program. Development proposals that occur in the Coastal Zone will require approval of a Coastal Development Permit (CDP) from the City. Improvements associated with portions of the extension of Vista Sorrento Parkway occurring within the Coastal Zone have been approved by the state Coastal Commission.



Relationship to Surrounding Communities

Torrey Hills Community Plan

4
FIGURE

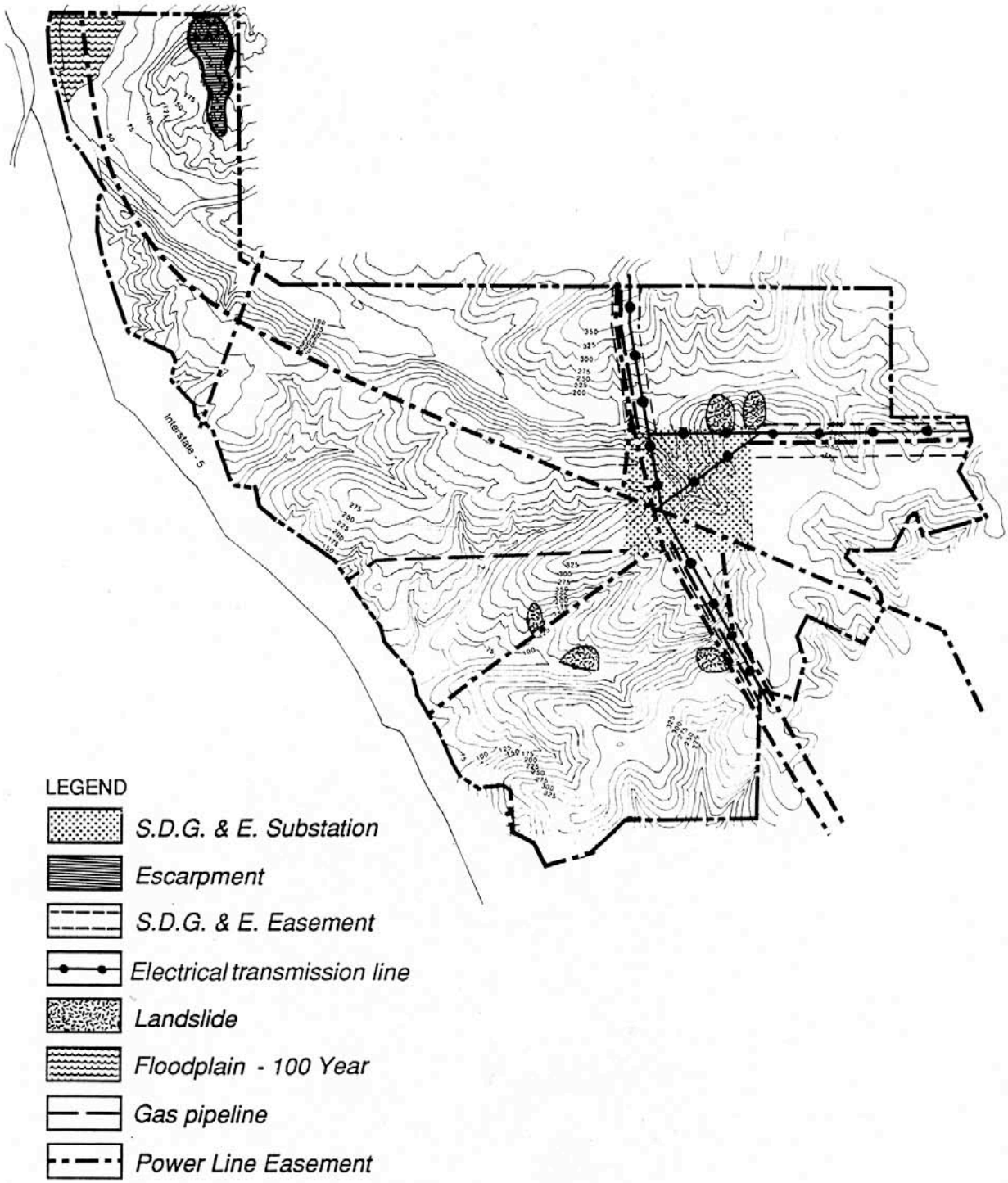
URBAN SETTING

The Torrey Hills community is largely undeveloped; for this reason, consideration of surrounding development, community plans and other planning efforts is essential in the development of community goals, policies and actions which create a balanced community with its own identity. **Figure 4**, **Relationship to Surrounding Communities**, illustrates Torrey Hills' relationship to surrounding communities.

In the northwestern extent of Torrey Hills, Carmel Valley's open space designation corresponds with the 100-year floodplain of Carmel Creek and is contiguous with Torrey Hills' open space and commercial land uses. Along Torrey Hills' northeastern boundary, Carmel Valley proposes very low-density residential uses that correspond to Torrey Hills' designation of very low-density residential uses in this area.

Los Peñasquitos Canyon Preserve adjoins the planning area along its entire southern boundary. Los Peñasquitos Canyon Preserve is a regional resource under the authority of the county and City of San Diego. A Draft "Master Plan for Los Peñasquitos Canyon Preserve" has been prepared for the preserve, but has not yet been adopted by either the City or county of San Diego.

The entire western boundary of Torrey Hills is I-5. West of I-5 is the Torrey Pines Community Plan, the southern portion of which is the Open Space designation for Los Peñasquitos Lagoon. South of the lagoon and immediately west of I-5 is the existing Sorrento Valley Industrial Park that also extends east into Los Peñasquitos Canyon. West of the Torrey Pines community is the University community that contains scientific research development along North Torrey Pines Road. Torrey Pines State Park is located on the southern extent of the Torrey Pines community. Although Torrey Hills does not share a contiguous border with the park, some development within the community will be visible from a distance to park users.



Physical Constraints
Torrey Hills Community Plan
5 FIGURE

ENVIRONMENTAL SETTING

A complete and thorough investigation of the Torrey Hills property has been conducted as part of the community planning process. The existing conditions on the property are outlined here and presented in greater detail in the Environmental Impact Reports prepared for the original community plan and subsequent amendments (EQD No. 81-12-33, DEP No. 91-0361, DEP No. 93-0142, DEP No. 95-0554). **Figure 5**, **Physical Constraints**, provides a graphic that summarizes important physical and environmental characteristics of the planning area.

Landform

Torrey Hills is characterized by topographic diversity ranging from a series of narrow ridges with steep slope faces, to deep eroded gullies and broad mesa tops. The property has considerable terrestrial relief with elevations ranging from 20 feet above Mean Sea Level (MSL) at the northwestern boundary, to approximately 393 feet above MSL in the east central section. The prominent topographic features of the property are the sandstone escarpments in the northwest section, a major canyon running east-west through the central section, and the mesa tops in the east central section (see **Figure 5**). The City's Hillside Overlay Zone has been applied to slopes in the community that have a gradient greater than 25 percent.

A dominant ridgeline generally runs in an east-west direction and establishes the major drainage pattern for the property, which ultimately flows into Los Peñasquitos Lagoon. The drainage running north off the ridgeline flows into a major drainage valley and subsequently north and west into Carmel Valley. The drainage running south off the ridgeline eventually flows south and west into the I-5 drainage system or Los Peñasquitos Canyon.

A small portion of the northwest part of the community is in the Carmel Valley floodplain. There are certain development restrictions within the floodway and floodway fringe, and these restrictions have been incorporated into this Plan.

Geology and Soils

Similar to its topographic diversity, the community's underlying geology and soils are varied. Ardath Shale, Torrey Sandstone, Scripps Formation and alluvium soils are found in the community. Geologic reconnaissance has revealed the potential of ancient landslides occurring in the Ardath Shale component of steep canyon slopes.

Torrey Sandstone, Scripps Formation and alluvium are subject to erosion requiring implementation of erosion control measures, particularly during construction activities and prior to establishment of landscape material. Three northeast-trending faults have been identified based on field mapping and review of linear features on topographic maps and photographs. Urban development within the planning area will require project-specific geotechnical reconnaissance and exploration to determine subsurface suitability for development and to define necessary remediation.

Paleontological Resources

The geologic substructure of the planning area has the potential to contain important paleontological resources. Regionally, Ardath Shale has yielded significant amounts of fossils and nanoplankton. In the general area of Torrey Hills, invertebrate fossils are also abundant. Fossil mollusks occur at several locations in exposed areas of Ardath Shale. The Scripps, Bay Point and Torrey Sandstone formations also contain fossils but not in as great abundance as Ardath Shale. The Linda Vista formation is not expected to yield regionally important paleontological resources.

Paleontological resources are evident on portions of the site where erosion has exposed fossil-bearing materials. Grading operations can increase exposure of substrate and additional resources can be exposed. For this reason, development activities in areas of Ardath Shale will require coordination with a qualified paleontologist to ensure optimal documentation of resources and to enable resource collection if important fossils become exposed during grading operations.

Wildlife and Vegetation

The Torrey Hills community has undergone varying degrees of disturbance due to past grazing activities and numerous dirt roads traversing the property. The majority of the community has been graded and/or brushed in accordance with approved maps.

Native vegetation originally occurring in the community was dominated by the coastal sage scrub plant community. Coastal sage scrub is a coastal plant community composed of a variety of soft, low, aromatic shrubs. Coastal sage scrub is considered sensitive, because of its potential to support sensitive plant and wildlife species and its considerable reduction in acreage throughout southern California. It is also the focus of the state of California's Natural Communities Conservation Program.

Chaparral plant communities, including southern mixed chaparral, southern maritime chaparral, and chamise chaparral, were also abundant in Torrey Hills. Southern mixed chaparral occurs on dryer, north-facing slopes and in tributary canyons within the community. It is a drought and fire adapted plant community of broad-leafed shrubs typically forming dense stands. Southern maritime chaparral is similar to southern mixed chaparral, but typically occurs closer to the coast and develops on sandstone soils. Today, this plant community is concentrated on the bluffs and hillsides protected as open space in the northwestern area of Torrey Hills. In addition to the typical southern mixed chaparral plant species, several endemic shrubs and sensitive species occur in this area of the Torrey Hills community.

Wetland habitats occur in the community as willow scrub, riparian woodland and vernal pools. Southern willow scrub occurs within the community as a moderately homogenous riparian woodland located in the extreme northwestern corner of the community, and as a small, poorly developed patch in the southwestern portion of the community. Vernal pools comprise a unique habitat type characterized by a variety of organisms adapted to ephemeral

aquatic conditions that are present in the late winter and early spring following seasonal rainfall. Vernal pools once occurred in the northeastern portion of the Torrey Hills community. Although vernal pools often support highly sensitive species, those that occurred in Torrey Hills did not provide habitat for the typical sensitive vernal pools species. Impacts to vernal pools that occurred within areas planned for development in Torrey Hills have been assessed in conjunction with approved maps and associated environmental documentation. Mitigation has occurred through monetary contributions toward off-site purchase.

Smaller areas of native grassland (valley needle grassland) and areas of non-native annual grassland also occur within the Torrey Hills community. For the most part, valley needle grass occurs as small patches within coastal sage scrub habitat. Non-native grassland occurs in areas of the community where native vegetation has been degraded severely or repeatedly.

All of the habitat types occurring in Torrey Hills support distinct faunas that rely primarily on the resources confined to a particular habitat. Because of the extremely limited amount of grassland and riparian habitat historically occurring within the community, well-developed grassland and riparian fauna are not present. Remaining native and the non-native plant communities offer habitat to a high diversity of shrubland wildlife species, including birds, mammals, reptiles and amphibians.

Los Peñasquitos Lagoon

The Torrey Hills community plan area is located within the watershed of Los Peñasquitos Lagoon. Los Peñasquitos Lagoon covers about 385 acres and is recognized as an important coastal resource because of its unique flora and fauna. As urban development occurs within the watershed, viability of the lagoon's flora and fauna can be adversely affected. The sensitive ecosystem of the lagoon is affected by urban runoff that often carries pollutants that can upset the delicate balance of the lagoon.

Partly as a result of problems associated with sedimentation caused by development, the Los Peñasquitos Lagoon Foundation was formed and a Peñasquitos Lagoon Management and Enhancement Plan and Program was prepared. The Enhancement Plan establishes a fee program for development projects within the Los Peñasquitos Lagoon watershed.

Cultural Resources

When the community planning area was surveyed for the presence of archaeological resources in conjunction with approval of the 1983 Plan, several sites were encountered. These sites were found not to be "important." Data recovery was conducted and determined adequate for mitigating resource loss.

Through an evaluation of information retrieved from the data recovery phase of past cultural resource surveys, it appears that this region was settled by people from the La Jollan and Diegueño cultures. The La Jollan occupation is evidenced by shell middens, groundstone and an assortment of flaked food processing tools. Late prehistoric Diegueño people have left a record of their occupation of the area, both archaeologically and ethnohistorically. The

village of Ystagua (also known as the Rancheria de Peñasquitos) was encountered by Gaspar de Portola, Juan Crespi and others in their Spanish exploratory party in 1769. This village is located approximately one mile south of the community. Excavation in this area has revealed numerous ceramic, bone, shell and stone items indicating a variety of subsistence and spiritual activities.

Historic land uses within the plan area included primarily agricultural uses. The first major alteration of the environment took place as ranchers grazed cattle. Beginning around 1823 and continuing through the 1960s, this agricultural activity probably began when Captain Francisco Maria Ruiz was granted the Los Peñasquitos Rancho.

Los Peñasquitos Canyon Preserve

The southern border of the Torrey Hills community is formed by the Los Peñasquitos Canyon Preserve, a regionally significant open space resource. A master planning effort is underway to provide a comprehensive management plan for the Preserve. The Master Plan will identify a variety of uses including passive hiking opportunities and interpretive centers. Development adjacent to the Preserve must occur in a manner that does not detract from the park experience. Setbacks along the canyon rim and landscape and architectural treatments will aid in buffering development. Identifying points of access will focus activity areas and protect areas of sensitive habitat.

Utilities and Other Easements

The San Diego Gas and Electric Company (SDG&E) owns an approximately 40-acre parcel in the center of the community. This 40-acre site has been expanded to its buildout facility and accommodates a 230 KV substation. High-tension power lines run east and southeast from the substation (see **Figure 5**). Additionally, a utility corridor carrying major utility lines underground traverses the planning area in a north-south and east-west direction radiating out of the substation.

Land uses in the community have been sited to respond to the SDG&E substation and major utility corridors. Development proposals and grading activities must be coordinated with SDG&E to avoid conflict with transmission lines and undergrounded utilities.

NAS Miramar

Naval Air Station (NAS) Miramar, which is located approximately five miles southeast of Torrey Hills, accommodates between 250,000-350,000 flight operations per year. The San Diego Association of Governments (SANDAG), in its authority as the region's Airport Land Use Commission, has adopted a Comprehensive Land Use Plan (CLUP) for NAS Miramar to protect the airport from incompatible land uses and provide the City with development criteria that will allow for the orderly growth of the area surrounding the airport.

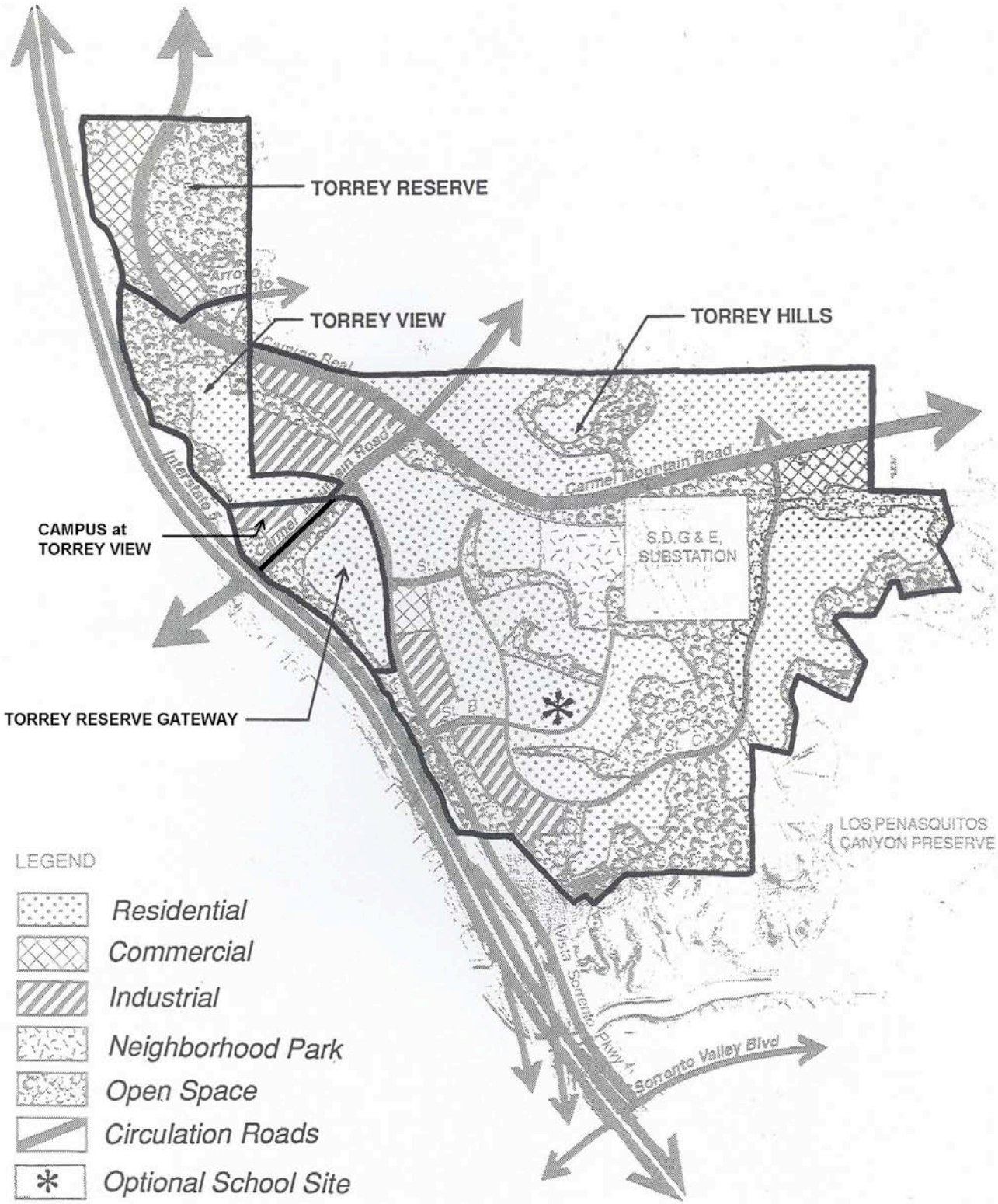
Although all land use development within Torrey Hills is considered compatible with the NAS Miramar CLUP, future residents may experience concern over aircraft noise and

overflight. Northerly departures from NAS Miramar from both rotary and fixed-wing aircraft may generate varying degrees of noise and vibration.

Under the 1993 round of military Base Closure and Realignment, NAS Miramar will realign to a Marine Corps Air Station no later than 1999. This realignment will affect flight operations and will increase operational tempo. In order to acknowledge these noise concerns, the Department of the Navy recommends full disclosure of noise generated by flight operations. In addition to Real Estate Transfer Disclosure Statements and Airport Noise Disclosure forms, the Navy recommends full disclosure on all exchanges of title, recorded to deed.

4 Community Land Use Elements

- Residential Land Uses
- Industrial Land Uses
- Commercial Land Uses
- Transportation
- Open Space and Resource Management
- Community Facilities



Community Planning Areas

Torrey Hills Community Plan

6 FIGURE

COMMUNITY LAND USE ELEMENTS

The Torrey Hills Community Plan Land Use Plan, which appears as **Figure 1** on page 2 of this document, divides land uses planned for the community into general categories. **Table 1**, **Land Use Table**, appearing on page 4, further defines the planned land uses based upon a generalized development intensity and land area devoted to each land use category in the community.

This chapter describes in greater detail the various land use types planned for the community and presents specific proposals to implement planned land uses. Specific proposals presented in this chapter refer to areas in the community which have been further broken down to create definable neighborhoods. These appear on **Figure 6**, **Community Planning Areas**, and include the following:

- Torrey Reserve - Located in the northernmost portion of the community and planned for visitor serving commercial and professional office uses;

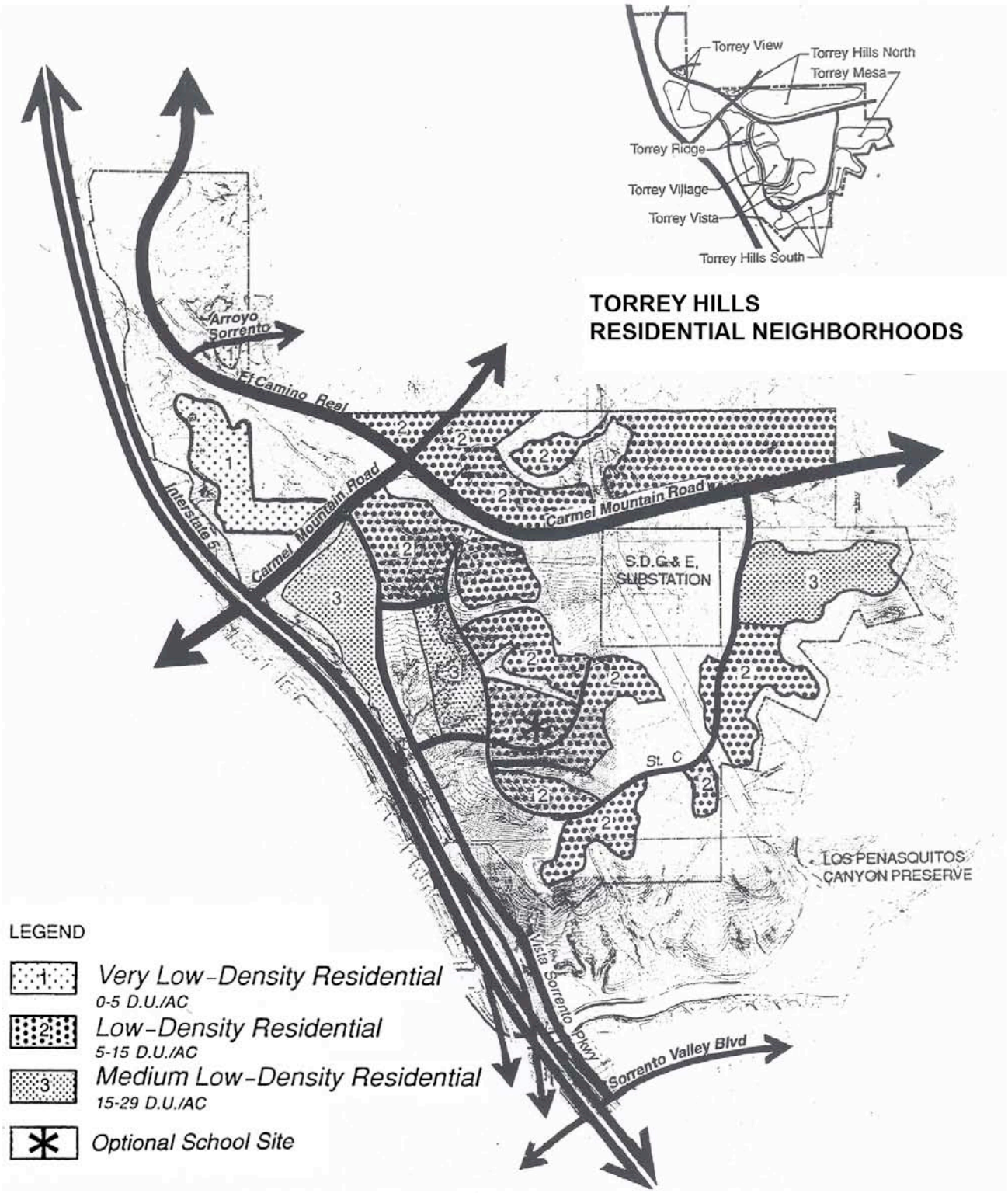
- Torrey View - A very low-density detached single-family neighborhood south of Torrey Reserve and north of Carmel Mountain Road;

- Torrey Reserve Gateway - Located immediately south of Torrey View and east of I-5, planned for medium-low residential land uses;

- Campus at Torrey View - Located immediately south of Torrey View and east of I-5, planned for industrial land uses; and

- Torrey Hills - Comprising the majority of land acreage and development in the community with a variety of land uses including commercial retail, industrial/business parks, low-density single-family residential, higher-density residential land uses in the form of condominiums and townhomes, a neighborhood park and optional elementary school site. The SDG&E substation also occurs within the Torrey Hills area.

This chapter also describes the circulation system intended to serve the various land uses and planning areas within the community; addresses community open space areas and the management of important environmental resources; and discusses the important community-serving public facilities and utilities, including parks and recreation, schools, sewer and water services, fire and police protection, libraries and solid waste disposal.



Residential Land Uses

Torrey Hills Community Plan

7
FIGURE

RESIDENTIAL LAND USES

GOALS

1. Provide compatibility with the Carmel Valley community by identifying residential uses in the northern portion of Torrey Hills to reflect similar land uses within the adjacent Carmel Valley community.

2. Create flexibility in residential building type. As market conditions change, a change in product type may be warranted while maintaining the overall residential goals and land use intensities.

3. Provide convenient access to open space and employment areas.

4. Develop residential land uses through application, review and approval of Planned Residential Development (PRD) permits.

5. Provide for a variety of housing products available to a range of income levels.

BACKGROUND

Residentially designated areas will provide a variety of housing types and opportunities ranging from single-family detached to attached apartments and townhomes. The variety of residential land uses planned for Torrey Hills will provide a range of housing opportunities in proximity to employment-based land uses within the community and within adjacent communities.

Single-family detached development predominates residential land uses planned for the community and occurs as minimum 4,000 square foot lots to lots 5,000 square feet or greater in size. This residential land use type is located in the north and northeast portions of the community, adjacent to similar land uses planned for the Carmel Valley community; along a prominent ridgeline in the western part of the community; in the central portion of the community; and along the southern community boundary, where Los Peñasquitos Canyon Preserve abuts.

Higher-density residential land uses in the form of units centered around a central courtyard, standard apartment complexes, townhomes and condominium projects are also planned for the community. This land use type is generally located internal to the community, where landform permits flatter pad developments, and as transitional land uses between larger lot residential and non-residential land uses.

The Torrey Hills community has the potential to supply affordable housing in proximity to employment opportunities and alternative modes of transportation. In this way, the Torrey Hills community can balance land uses, reducing home to work travel.

SPECIFIC PROPOSALS

The Torrey Hills Community Plan provides a range of residential land use densities to meet the goals of the Plan and housing needs in the area. Standard single-family detached residential units will generally fall in the very low-density range of 0-5 dwelling units per acre (DU/AC) and the low-density range of 5-15 DU/AC; courtyard units will also fall within the low-density range of 5-15 DU/AC; while apartment and condominium projects will occur at the medium low-density range of 15-29 DU/AC. The residential land uses will total 37 percent of all land uses in Torrey Hills providing approximately 2,576 dwelling units.

The location of residential land use categories, community planning areas and neighborhoods are illustrated on **Figure 7**, **Residential Land Uses**. **Table 2**, **Residential Land Uses**, provides a tabulation of units and acreage included in each residential land use designation.

TABLE 2

RESIDENTIAL LAND USES

Residential Land Use Area	Density	Acreage	Total Number of Dwelling Units
Torrey View	Very Low (0-5 DU/AC)	22	123
Torrey Hills	Low (5-15 DU/AC)	203	1,211
	Medium-Low (15-29 DU/AC)	38	770
Torrey Reserve Gateway	Medium-Low (15-29 DU/AC)	17	472
Total		**280**	**2,576**

Very Low-Density Residential Uses

The very low-density residential development within the community plan area will be characterized by single-family, detached housing with a large amount of land area devoted to private yards and open space. Approximately 22 acres, or three percent of all residential land uses in Torrey Hills, shall be developed with very low-density residential uses. Densities of 0-5 dwelling units per developable acre (DU/AC) shall be permitted within those areas designated as very low-density residential. This land use density range has been specially applied to two areas within the Torrey View community planning area, as described below.

- Torrey View. The Torrey View single-family residential area is located in the north-central part of the community proximate to the residential development in the Arroyo Sorrento neighborhood of the Carmel Valley community. Characterized by a mesa top set above the community, residential development in this area will be afforded panoramic vistas. This area is separated from other non-residential land uses within Torrey Hills by steep, natively vegetated slopes, which create a buffer and transition for the land uses. This very low-density residential development will also be characterized as a single-family residential product with private yards and surrounding open space. This area of the community will accommodate 121 dwelling units.

Because this residential area is located adjacent to I-5, special design considerations will be implemented to ensure adequate attenuation of vehicular noise. Noise studies have been conducted as part of the development approval process. Sound walls will be required along portions of the western perimeter of residential development to attenuate noise levels that exceed City standards for residential uses. These walls have been designed to avoid visual impacts from off-site views such as motorists traveling on I-5 and visitors to Torrey Pines State Park.

A portion of this very low-density residential area borders industrially designated land uses. Special landscaping treatment and site design have been provided to ensure compatibility and transition of land uses. This very low-density residential area will also be visible to existing large lot residential development in the Arroyo Sorrento neighborhood of Carmel Valley. Development within this area of Torrey Hills has been designed in a manner which is compatible with the adjacent residential land use.

A small portion of the very low-density residential development planned for Torrey View is north of El Camino Real, south of Arroyo Sorrento and contiguous with existing large lot development in the Arroyo Sorrento area of Carmel Valley Neighborhood 8B. The Plan recommends two minimum one-acre lots, in this area, to afford compatibility with Arroyo Sorrento.

The northern portion of Torrey View lies within the Coastal Zone as shown on **Figure 3**, and the approved Torrey View project has received coastal approvals. Development within this area will be consistent with Section 6 —**Coastal Zone Policies Element**— of this Plan.

Low-Density Residential Uses

Low-density residential developments of the community are planned as traditional single-family homes on lots of about 5,000 square feet in size and smaller lot (minimum lot sizes of about 3,150 square feet) single-family detached residential communities intended to accommodate small families, couples and single persons. Approximately 203 acres or 26 percent of all residential land uses in Torrey Hills, are planned for low-density residential land uses as described below.

- Torrey Hills North. The Torrey Hills North residential area consists of four residential neighborhoods north of Carmel Mountain Road. Neighborhoods in Torrey Hills North will have easy access to community facilities in both Torrey Hills to the south and Carmel Valley to the north. It is anticipated that standard single-family 5,000 square foot lots and larger would occur in the two neighborhoods located in the north and east portions of this planning area, while opportunities for smaller lot detached single-family units occur along Carmel Mountain Road, west of the northern extension of “C” Street.

  Neighborhoods along the community’s northern and northeastern boundaries are planned for low-density housing proximate to similar densities planned for the adjoining Carmel Valley Community Plan. Single-family neighborhoods in this area provide minimum

5,000 square foot lots along a ridgetop landform with access north into Carmel Valley Neighborhood 8A. Access to this area is provided by the northern extension of Street C from Carmel Mountain Road. A total of 150 single-family detached units would be provided in this portion of Torrey Hills North.

For neighborhoods in the western portion of the Torrey Hills North planning area, the Plan provides for approximately 19 acres of courtyard residential development. A maximum of 195 units should be developed at this location.

The valley bottom portion of Torrey Hills North is also designated for low-density residential land uses. A total of 220 units are planned for this area as small lot developments. Access would be from internal local and/or private streets which provide direct connections to Carmel Mountain Road.

- Torrey Ridge. A prominent ridgeline continues from the Torrey View area of the community, in a general southeast direction, terminating at the SDG&E substation. Torrey Ridge is planned as residential neighborhoods atop this ridgeline land form, flanked by Carmel Mountain Road on the north and the Community Sports Park on the east. Torrey Ridge shall develop as low-density residential land uses, on minimum 5,000 square foot lots, taking advantage of spectacular view opportunities from this location. Access to this area will be from the "A" Street connection to Vista Sorrento Parkway and from an extension of "C" Street. A total of 135 single-family homes can occur within Torrey Ridge.

- Torrey Vista. South of the Torrey Ridge neighborhood, a total of 240 homes are planned on minimum 4,000 square foot lots as part of the central portion of the Torrey Hills neighborhood. This area generally occurs north and east of the interior loop road and southwest of the SDG&E substation. Due to the proximity of the SDG&E substation to a portion of this planning area, special site planning and design considerations are necessary to promote position transition of land uses. Additionally, residential neighborhoods in the eastern portion of this planning area abut a large internal open space preserve. Transition treatments along the development edge should be provided to ensure a successful interface of residential and open space land uses. These guidelines are detailed later in this chapter.

  An optional school site is designated for ten acres located in the southern portion of this area, bounded by "C" Street on the west and "B" street to the south. In this location, an elementary school could be constructed to serve grades K-6. If it is determined that a school shall occur at this location, low-density residential uses would not occur on this ten-acre site, but could be reallocated elsewhere in the community through a PRD amendment.

  Torrey Hills South. This portion of Torrey Hills is strategically located on the canyon rim overlooking Los Peñasquitos Canyon Preserve and is planned for single-family detached housing in two product types. A total of 175 homes are planned on minimum 4,000 square foot lots adjacent to the medium low-density neighborhood planned south of the

Torrey Hills Neighborhood Commercial Center and east of the SDG&E substation. Along the southern community plan boundary, a total of 96 homes on minimum 5,000 square foot lots are planned, south of "C" Street and generally east of I-5. In accordance with the Community Design Guidelines included in Section 5 —**Community Design Element**—of this Plan, special site design considerations must be implemented to ensure sensitive treatment along the canyon edge and to avoid conflicts with this open space resource. The southern edge of Torrey Hills South is within the Coastal Zone as shown on **Figure 3**. Development within this area must be consistent with the Plan's **Coastal Zone Policies Element** (Section 6 of this Plan).

Medium Low-Density Residential Uses

The medium low-density residential land use category permits the development of between 15-29 DU/AC. This development will most likely consist of low-rise structures such as townhomes, condominiums and apartment units. Approximately five percent of the community will develop with this land use designation. Developments should occur as Planned Residential Developments (PRDs) which will provide the design review and development standards necessary to meet the goals and objectives of this Plan. Two areas within the Torrey Hills community provide for development of medium low-density residential land uses as described below.

- Torrey Village. Approximately 17 acres located east of and adjacent to Vista Sorrento Parkway are planned to develop with a maximum of 340 medium low-density residential units. Located between planned Industrial/Business Park land uses on the west and low-density residential land uses on the east, the medium low-density residential land uses planned for this area will provide a land use transition. Additionally, the location of a higher-density residential development proximate to employment opportunities offered in the adjacent industrial/business parks will afford workers an opportunity to live closer to the work place and walk to work. Special landscape treatments and/or changes in pad elevations should be considered to ensure a compatible interface of industrial/business park and residential land uses.

- Torrey Mesa. The second opportunity for medium low-density residential development occurs on approximately 22 acres of the canyon rim overlooking Los Peñasquitos Canyon Preserve. In this area, a total of 430 units are planned. In accordance with the Community Design Guidelines included in Section 5 of this Plan, special site design considerations must be implemented to ensure sensitive treatment along the canyon edge and to avoid conflicts with this open space resource. The southern edge of the Torrey Hills site is within the Coastal Zone as shown on **Figure 3**. Development within this area must be consistent with the Plan's **Coastal Zone Policies Element** (Section 6 of this Plan).

- Torrey Reserve Gateway. The Torrey Reserve Gateway neighborhood is located in the westernmost part of the community and is divided into a northern and southern portion by Carmel Mountain Road. A total of 472 multifamily homes are planned for this area. Due to Torrey Reserve Gateway's location adjacent to I-5, special design considerations should be implemented to ensure adequate attenuation of vehicular noise. It is anticipated

that sound walls would be required along the western perimeter of the neighborhood adjacent to the I-5 freeway, in areas along Carmel Mountain Road and along Vista Sorrento Parkway to attenuate noise levels to meet City standards for residential uses. Sound walls should be aesthetically designed to avoid visual impacts from off-site public views such as motorists on I-5.

Balanced Community

The City of San Diego promotes economically and racially balanced communities. The Housing Element of the General Plan identifies four components of balanced communities: economic, ethnic, housing type (concentration of detached housing) and housing tenure (concentration of owner-occupied housing). The Planning Department staff should work with the San Diego Housing Commission and other appropriate authorities to ensure a balanced community through implementation of programs such as the following:

Density Bonus Program: This is an incentive program that allows developers to build up to 25 percent more units than a property's zoning would ordinarily allow. In exchange for this density bonus, the owners must rent the units to low-income households for 20 years.

Multifamily Bond Program: Through the sale of bonds, this program provides low-interest loans to developers of multifamily housing. In exchange for the loans, developers must rent 20 percent of the units to low-income households for ten years.

Public Housing: Public housing units are managed by the San Diego Housing Commission and rented to very low-income households. Residents pay 30 percent of their gross monthly income for rent.

Section 8 Rental Assistance Program: This program offers certificates and vouchers to very low-income households who use them to rent privately owned apartments. These households pay 30 percent of their gross monthly income for rent and the Housing Commission pays the difference to the landlords.

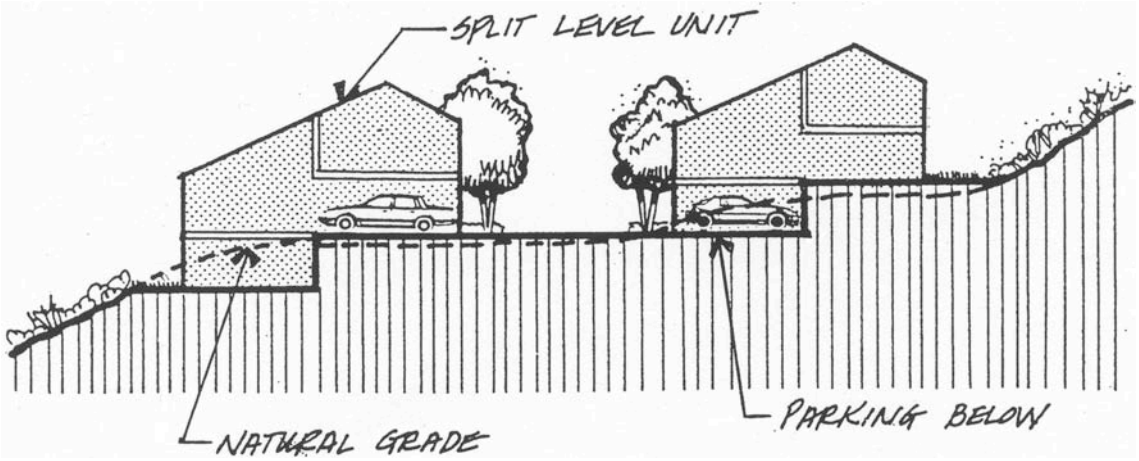
Senior CUP Program: This conditional use permit (CUP) program provides a density bonus of up to 50 percent to developers who agree to rent all the units in their project to senior citizens and physically impaired persons for the life of the project.

Mobile Homes and Modular Housing: Mobile Homes and Modular Housing offer alternatives to reduce housing costs and still meet the demand for single-family detached housing.

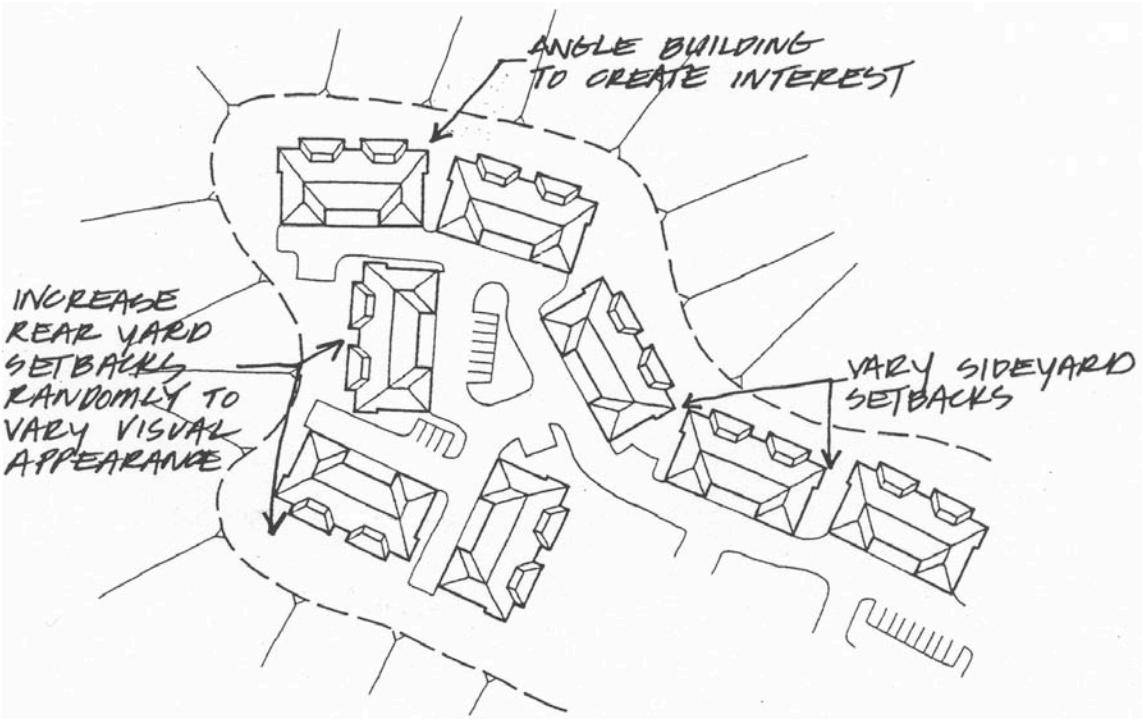
RESIDENTIAL DESIGN GUIDELINES

1. Residential structures should relate to neighboring buildings in mass and bulk. Architecture should be of a style and massing to complement and enhance the natural environment.

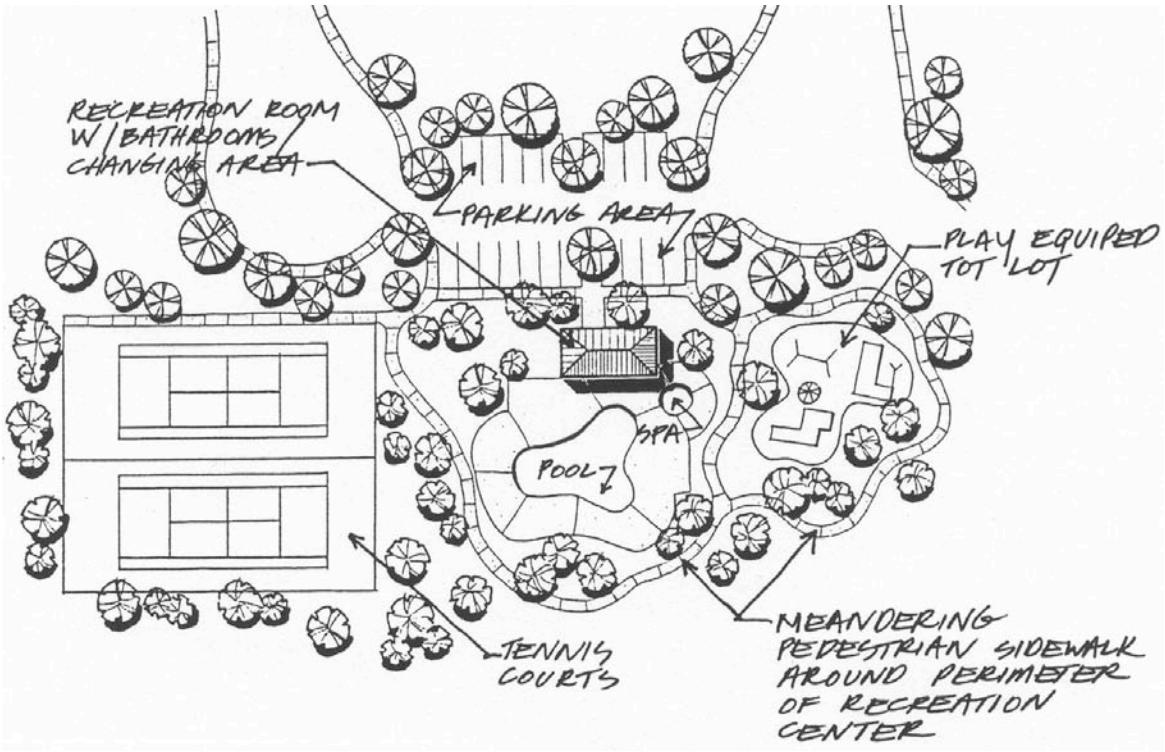
2. The style, scale and architecture of multifamily residential buildings shall be selected based on underlying topography. Split-level design may be used in residential projects to accommodate grading and elevation change.



3. Walls of uninterrupted structures shall be avoided. Facade articulation shall be used to provide architectural interest.



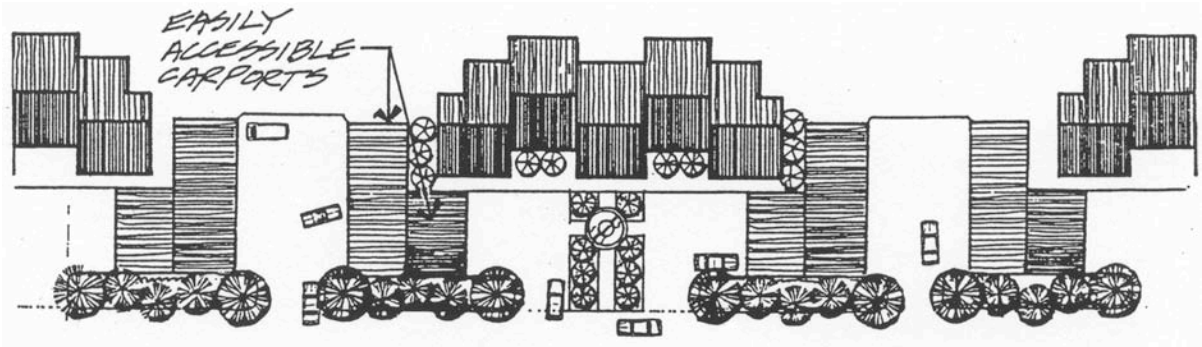
4. Private recreation areas shall be provided for each multifamily residential project. Combining smaller recreation areas in adjoining residential projects to create a larger facility that serves more residents is encouraged. Private recreation facilities may include such amenities as a pool, spa and barbecue areas. Additional amenities, such as a meeting room, tennis courts and volleyball courts, should also be considered in larger projects.



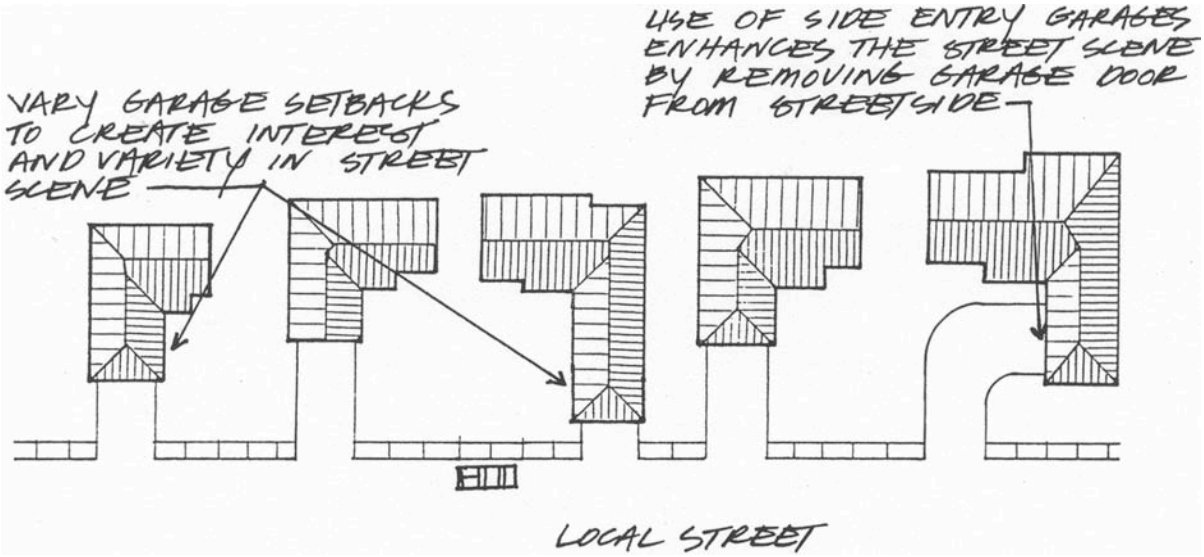
5. Outdoor space shall be incorporated into multifamily units through the use of balconies and patios. Rooftops also may be considered for use as private open space.

6. Roofs shall be designed to screen rooftop equipment and provide pleasant views from higher elevations.

7. Carports and garages shall be easily accessible to residents and architecturally integral to the building design. Long expanses of carports within public view shall be avoided.



8. Garage setbacks may be varied in order to enhance the appearance of the street scene. Garages should be fully integrated into the design of the architecture.



9. Single-family residential buildings should be oriented to maximize solar access and take advantage of passive solar heating techniques.

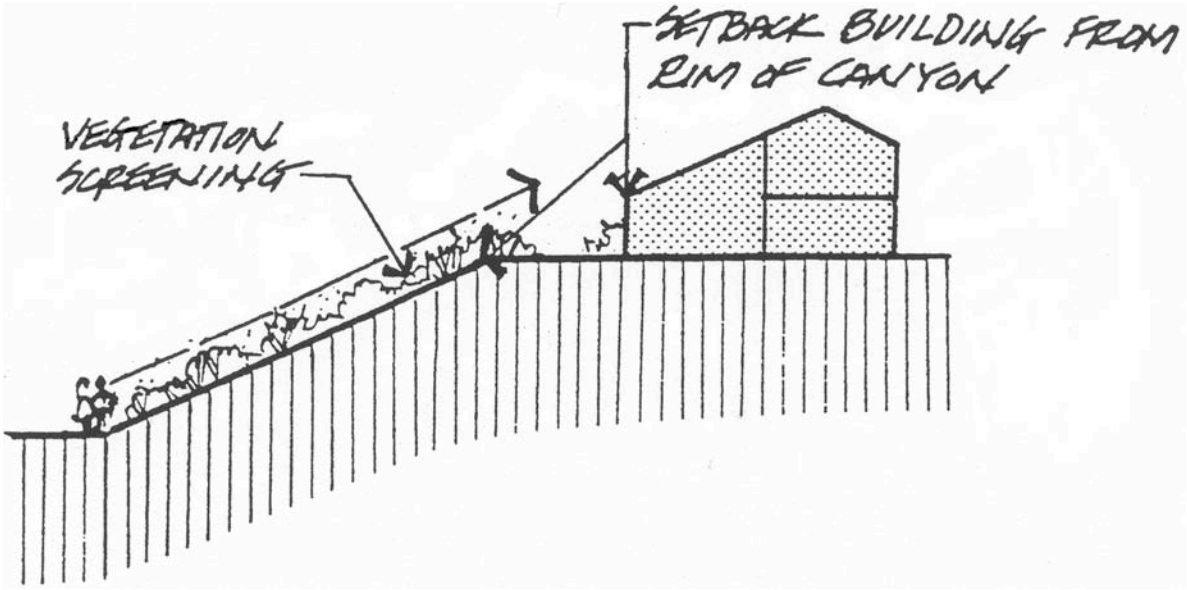
Treatment Adjacent to Los Peñasquitos Canyon Preserve

1. Contour grading techniques should be used for manufactured slopes in areas visible from the Los Peñasquitos Canyon Preserve to emulate natural topographic features.

2. Buildings constructed along the mesa edge should be low profile. Building shapes and rooflines should be designed so that structures blend with the natural landform rather than contrast against it. Building rooflines should slope in a manner that complements the contours of the natural mesa edge landform. Individual building stories may be staggered, contiguous to the mesa edge, in a manner designed to eliminate views of structures from the canyon bottom.

3. Earthtone colors should be used on structures from the canyon.

4. Site design for development areas along the canyon rim should incorporate features which minimize visibility from Los Peñasquitos Canyon Preserve, such as vegetation screening, berming, setbacks and building orientation/configuration.

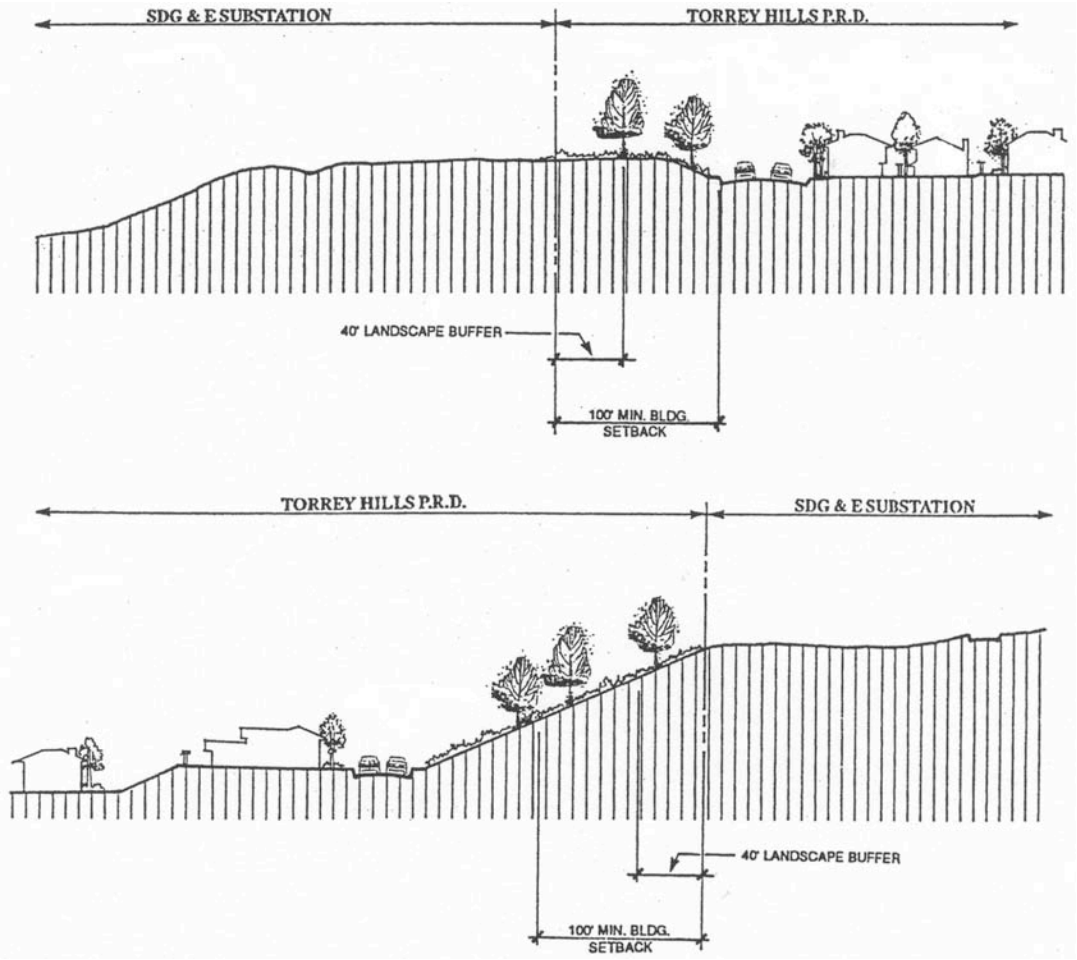


Treatment Adjacent to SDG&E Substation

Residential areas that border the San Diego Gas & Electric (SDG&E) substation require special design consideration when preparing site plans for development. For these areas, the following design guidelines shall apply:

1. Buildings which occur in residential areas that border the SDG&E substation shall have a variable building setback of a minimum of 100 feet in width to avoid creating a uniform building edge adjacent to the substation.

2. Within the 100-foot building setback, a minimum 40-foot landscape buffer area shall be provided to screen the substation from views within the residential areas. **Community Circulation Element** roadways, private recreation facilities, parking, service drives and uses accessory to the residential development (such as trash receptacles and recreation areas) may occur within the 100-foot building setback. Where these uses fall within the 40-foot landscape buffer, sufficient landscaping shall occur such that the substation is satisfactorily screened from residential views.



3. Temporary access to the SDG&E substation shall be provided through Torrey Hills and Community Sports Park.

POLICIES

1. Cohesive neighborhoods shall be created which provide pedestrian and vehicular circulation, access to open space, views and well-designed parking areas.

2. Interior open space areas shall be integrated as part of the design phase instead of as an afterthought.

3. Site planning and project design shall be based on natural site features such as open space and hillsides. Building design and project developments shall respond to natural topographic features, to the extent feasible.

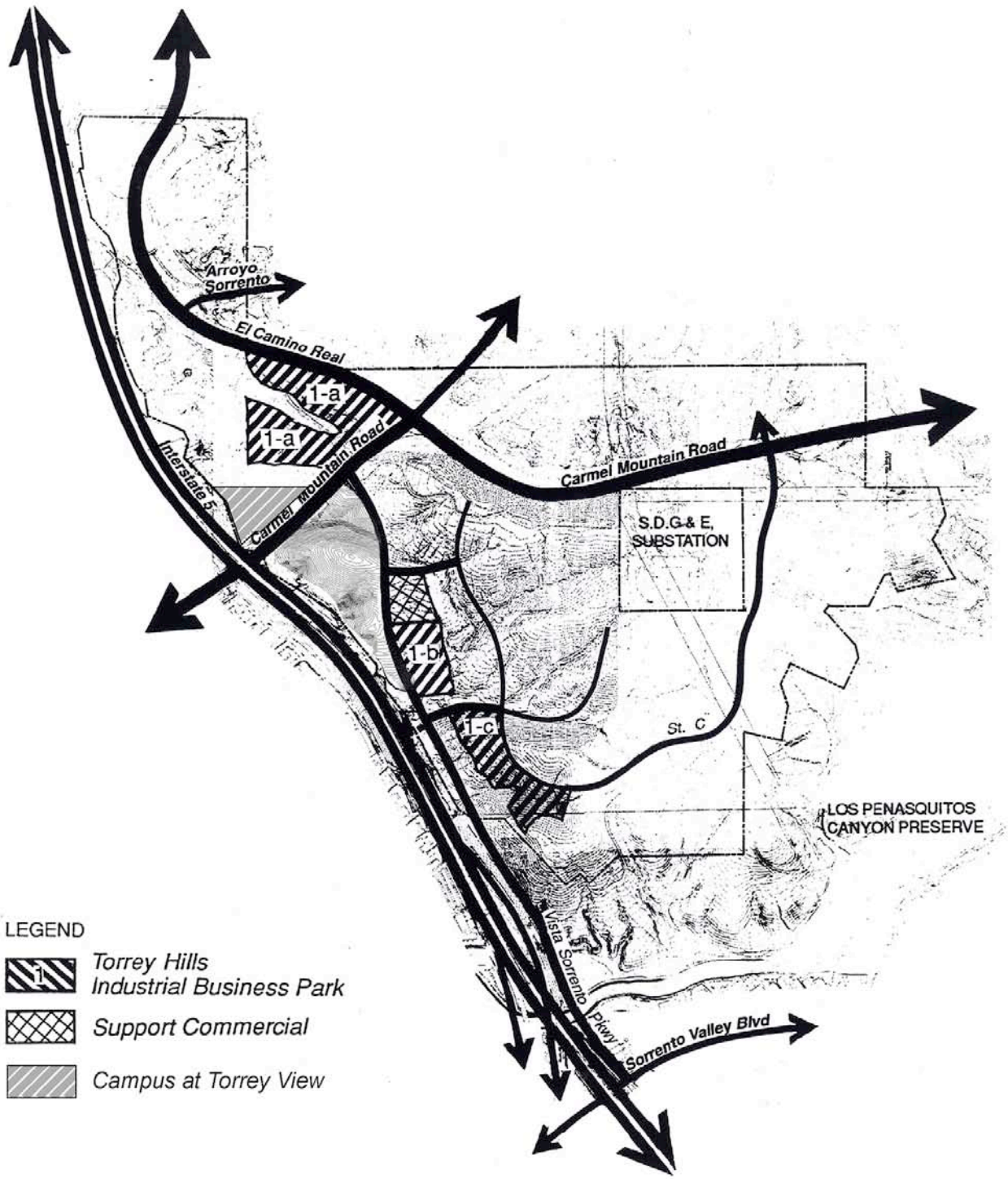
4. Pedestrian and transit access through and beyond residential developments shall be created which provide easy and safe travel between residential developments, the Community Sports Park, employment centers, the Torrey Hills Neighborhood Commercial Center and open space.

5. Community Design elements presented in Section 5 of this Plan shall be utilized in designing and developing residential land uses.

6. Where provided, private recreation areas shall be designed as focal points for residential projects.

RESIDENTIAL ELEMENT ACTION PLAN

Implementing Action	Timing: Adopt With Plan	Timing: Within 5 Years	Timing: Within 20 Years	Responsibility	Funding	See for More Details
Ensure that requirements for affordable housing are in accord with City regulations.	●	●	●	Private developer City of San Diego Housing Commission	Private and public	Page 38
Provide private recreational facilities for multifamily residential projects.	●	●	●	Private developer	Private	Page 40
Screen all rooftop equipment.	●	●	●	Private developer	Private	Page 40
Avoid long expanses of carports within public view.	●	●	●	Private developer	Private	Page 40
Provide easy and safe pedestrian access between residential developments, the community sports park, employment centers, parks and open space.	●	●	●	Private developer	Private	Page 44
Integrate transit facilities to encourage ridership. This can be accomplished through provision of a shuttle connection to the commuter rail station in Sorrento Valley or to the LRT station (if funded and built).	●	●	●	Private developer MTDB	Private MTDB	Page 39 and MTDB Policy 40



Industrial/Business Park Land Uses

Torrey Hills Community Plan

8 FIGURE

INDUSTRIAL/BUSINESS PARK LAND USES

GOALS

1. Provide region-wide employment opportunities in high-end industrial/business park complexes that remain sensitive to community resources and adjacent land uses.

2. Provide employment centers in proximity to transit opportunities and residential development to reduce single occupant vehicular travel.

3. Provide well designed industrial/business park developments that will be aesthetically pleasing.

4. Ensure integration of industrial/business park land uses through a circulation network of roads, bikeways and pedestrian paths.

5. Provide an efficient community circulation network, particularly along Carmel Mountain Road and Vista Sorrento Parkway, by limiting driveway access. Access should be encouraged through the use of internal circulation and cul-de-sacs.

6. Develop Torrey Hills as a balanced community. Support commercial uses should be easily accessible to industrial and residential uses in a manner designed to meet the social, recreational and shopping needs of area residents and workers.

7. Encourage satellite support uses within industrial/business park planning areas to serve employees.

BACKGROUND

Approximately 54.5 acres of the Torrey Hills community have been designated for industrial/business park development. Industrial/business park developments will play a major role in balancing the character of the community and must exhibit a high degree of design sensitivity to topography, to adjacent development within the community and to land uses contiguous to the community's borders. Industrial/business park uses in Torrey Hills will focus on light industrial, manufacturing, research and development and professional office uses which can be implemented through the M-IB and M-IP zones.

SPECIFIC PROPOSALS

Industrial/business park land uses occur in two separate planning areas in the western portion of the community, as shown on **Figure 8**, **Industrial/Business Park Land Uses**. **Table 3**, **Industrial Land Uses**, provides the anticipated development intensity of industrial lands in the community based on this planning areas.

TABLE 3

INDUSTRIAL LAND USES

Industrial Land Use Designation	Acreage	Development Intensity (SF)
Torrey Hills Industrial/Business Park	47	1,099,775
Campus at Torrey View	8	200,100
SDG&E Substation	40	—
Total	**95**	**1,299,875**

Supportive commercial and private recreational uses should be provided within industrial/business park developments. The supportive commercial uses include such services as delicatessens and day care centers. The private recreational uses include such amenities as on-site athletic facilities and sports courts. These uses must clearly be accessory to the industrial/business park area. The amount of these commercial and recreational uses should be directly related to the number of employees within the industrial planning area.

The Plan also provides for a centralization of important commercial uses which are needed to support the industrial/business park land use base. Approximately four acres at the southeast corner of Vista Sorrento Parkway and "A" Street and adjacent to the Campus at Torrey View and Torrey Hills Industrial/Business Park areas of the community have been designated for Support Commercial uses. The Support Commercial Center land use designation in this area is intended to accommodate a congregation of retail commercial uses, such as delicatessens, restaurants, dry cleaners, copy stores, liquor stores, shoe repair shops and barbers/hair stylists. A gas station is also an allowed use in this area, with approval of a Conditional Use Permit. The underlying zone for the Support Commercial Center shall be M-lA; development shall occur through the application of a Planned Industrial Development permit, in order to establish necessary design control and permitted land uses. For a detailed discussion of the commercial uses, please see the **Commercial Land Uses Element** of this Plan. Should this area not develop as Support Commercial uses, other uses which can occur in this area include those permitted in the adjacent Torrey Hills Industrial/Business parks. Such alternate uses shall occur through a PID.

Torrey Hills Industrial/Business Park

The Torrey Hills Industrial/Business Park is planned for high-end light industrial, manufacturing and professional office uses on approximately 47 acres in three subareas within the community. These subareas are noted as "a," "b" and "c" on **Figure 8**.

- Subarea "a." Subarea "a" is located in the northwestern portion of the community. Situated in proximity to I-5, at the northwest quadrant of the Carmel Mountain Road/El Camino Real intersection, this industrial/business park land use area is easily accessible to regional transportation improvements. The western portion of this area is afforded excellent view opportunities, including Los Peñasquitos Lagoon and the Pacific Ocean to the west. Because it commands superior ridgetop view amenities, it is most attractive for

company headquarters. This subarea is flanked on the east by low-density residential land uses and on the north and west by very low-density residential land uses. Special consideration must be given to the residential-industrial/business park interface at the project design level. Sensitive design treatment, such as landscape setbacks and buffers and elevational differences, should be implemented to ensure compatibility.

- Subarea "b." Subarea "b" is located east of Vista Sorrento Parkway and includes the Support Commercial Center. This subarea offers excellent views toward Los Peñasquitos Lagoon and the Pacific Ocean. Because of the ridgetop view opportunities afforded this area of the community, company headquarters would be most appropriate as the predominant industrial/business park land use in this area. The east boundary of this subarea is contiguous with the Torrey Village planning area. As such, site planning in this area should be coordinated to ensure a smooth land use transition. Appropriate landscape treatment shall occur along lot lines to provide a buffer between land uses, and elevational differences between residential and industrial/business park area are encourage to provide separation of land uses. The design of Subarea "b" must also consider the Support Commercial Center through an integration of architecture and/or pedestrian elements, so that the Support Commercial Center does not appear as an afterthought to the overall planning for the community.

- Subarea "c." Subarea "c" is located east of Vista Sorrento Parkway, west of "C" Street and north of low-density residential land uses planned for the Torrey Hills South residential neighborhoods. Site design, architectural treatment, landscaping and rooftop treatments must consider this subarea's relationship with residential land uses to ensure sensitive transitions and compatibility of land uses.

With the exception of the Support Commercial Center planned for the northern portion of Sub-area "b," which should be zone M-1A as discussed in the **Commercial Land Uses Element** of this Plan, the M-IP Zone should be applied to the Torrey Hills Industrial/Business Park planning area. As stated under the Purpose and Intent of the M-IP Zone, it "will generally adjoin freeways or other major vehicular thoroughfares" and "will provide for attractive boundaries to heavily traveled highways." Secondly, the M-IP Zone is intended "to ensure industrial parks which are both attractive and efficient." It is essential that industrial development in this portion of the community be attractive and efficient, because of the high-end company headquarters and scientific research and development uses that are intended for this subarea. Because of its relationship to both freeway views and adjacent residential areas, development in this area also requires a sensitive combination of site planning, landscaping and architecture. The review requirements for landscaping and architecture in the M-IP Zone establish some of the controls necessary to assure sensitive development.

Campus at Torrey View

Campus at Torrey View encompasses approximately 7.7 acres at the western edge of the community. Interstate 5 provides the western boundary of this area. Carmel Mountain Road provides a direct connection to I-5, immediately to the south of this area and connects with El Camino Real/Carmel Mountain Road, the main east-west circulation element for the community. Vista Sorrento Parkway has its northern beginning in this area of the community. Functioning as a frontage road to I-5, Vista Sorrento Parkway provides easy access south to Sorrento Valley.

Very low-density residential land uses (i.e., Torrey View) occur along the northern border of this subarea. Similar to Subarea "a" of the Torrey Hills Industrial/Business Park, special design considerations, such as landscape setbacks/buffers and elevational differences, must be implemented to ensure a sensitive treatment along this interface. Sensitive site design, including landscaping and rooftop treatments, will promote compatibility of adjacent land uses in this area of the community.

Campus at Torrey View functions as an important entry to the community. This area orients in a step-down fashion to I-5 and is immediately north of Carmel Mountain Road as it enters the community. This planning area will create a first impression to visitors of the community. Sensitive site design, architecture and landscape treatment are essential to ensure aesthetic quality, positive impressions and smooth land use transitions.

The IL-2-1 zone has been applied to this area. This zone will provide opportunities for large lot industrial developments to accommodate the manufacturing and light industrial, scientific research and development, corporate headquarters and professional office users.

SDG&E Substation

In addition to the industrial and support commercial land uses of the Plan's **Industrial/Business Park Element**, the 40-acre SDG&E substation is an existing industrial component in the community requiring special design solutions. The SDG&E substation and associated transmission facilities are located within the east-central portion of Torrey Hills. Land uses have been selected which are compatible with ultimate buildout of the substation. Additionally, site-specific design guidelines should be implemented to further buffer and screen the SDG&E facility. Permanent access to the SDG&E substation shall be through a private driveway off "C" Street, adjacent to the substation's southern border and through the southeast portion of the community park. This will allow service vehicle/truck access to the substation without traveling through residential neighborhoods planned for Torrey Hills.

INDUSTRIAL DESIGN GUIDELINES

1. Mechanical equipment, outdoor storage and appurtenances shall be screened and designed as integral parts of the overall design of the building. Fences, walls, grill work, etc., should be of similar material and color as the main building.

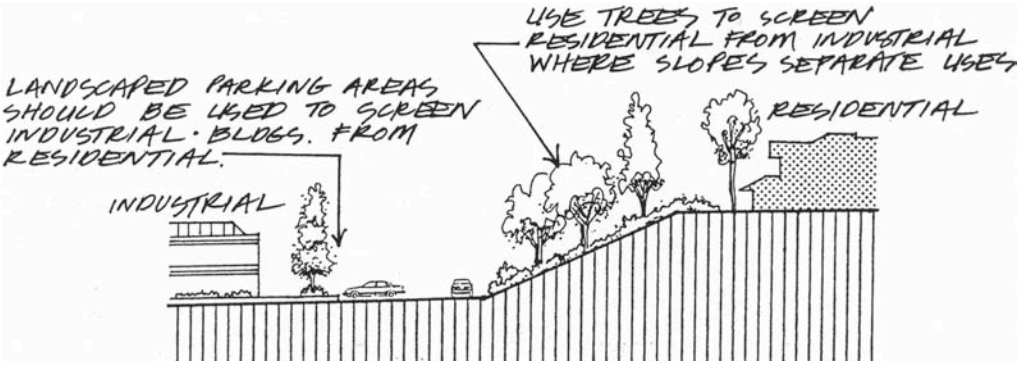
2. Each development should provide outdoor seating/eating areas, bicycle lockers/racks and shower/locker facilities.

3. All rooftop equipment, vents, shafts, etc., shall be concealed and screened from view from adjacent buildings and freeway.

4. The predominant land use in the Industrial/Business park area of the community shall be light industrial, scientific research and development and professional office/community headquarters.

5. Building architecture shall both respond to prominent landforms and reflect high-quality design.

6. Where this industrial land use occurs proximate to residential land uses, consideration of scale and compatibility should guide design proposals.



7. Because portions of this area are visible from the freeway, use of reflective glass should be limited in projects where buildings would be visible to motorists on I-5.

8. Industrial/business park development in this area should occur through the application of the City's Planned Industrial development (PID) process.

9. The PID process should incorporate specific design concepts such as:
   - Vary building setbacks to provide interest and reduce monotony;
   - Establish a design theme through the PID or Codes, Covenants and Restrictions (CC&Rs) to further create a sense of identity for this area;
   - Establish standards for architecture, landscaping, signage and color controls;
   - Establish design criteria for rooftop treatments which mitigate the visual impact to adjoining areas that would view the development from above (in both Torrey Hills and Carmel Valley); and,
   - Assure a successful transition between the residential uses which abut this planning area through setbacks, buffers and other site design techniques.

POLICIES

1. Minimize vehicular trips by providing support commercial uses and amenities within the plan area.

2. Encourage support commercial uses which will serve both community residents and workers who are employed in the plan area.

3. Encourage clustering of uses to create “activity pockets” where area employees and residents alike can congregate.

4. Develop the Torrey Hills Industrial/Business Park and Sorrento Hills Gateway under a Planned Industrial Development (PID) permit.

5. Provide for integration of residential, industrial/business park, recreational and commercial land uses through a comprehensive vehicular, bicycle, transit and pedestrian circulation system.

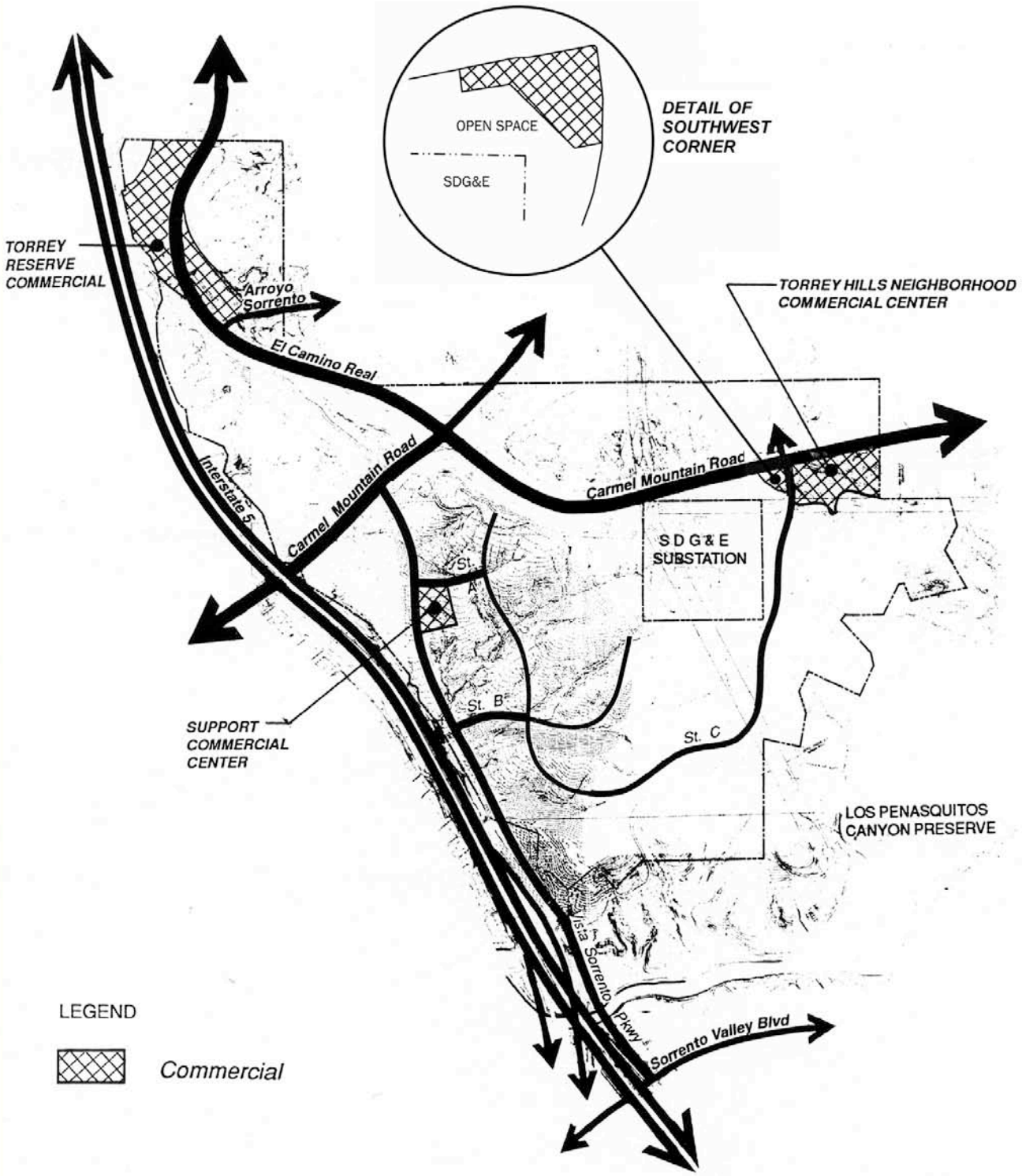
6. Assure compatibility of industrial/business park uses with adjacent land uses and open space areas through the incorporation of design criteria and development criteria presented in this section and in the **Community Design Guidelines Element** of this Plan.

7. All uses shall comply with the requirements of this community plan and the City’s PID ordinance, when applied to site development.

8. Provide indoor or outdoor dining areas for use by employees.

INDUSTRIAL ELEMENT ACTION PLAN

Implementing Action	Timing: Adopt With Plan	Timing: Within 5 Years	Timing: Within 20 Years	Responsibility	Funding	See for More Details
Screen rooftop equipment.	●	●	●	Builder	Private	Pages 51, 52
Develop the industrial/business park land uses with company headquarters, scientific research and development, light industrial and associated manufacturing, and professional office uses.	●	●	●	Private developer	Private	Pages 47, 49-51
Prohibit use of reflective glass in industrial/business park areas which are visible to motorists traveling on I-5.	●	●	●	Private developer	Private	Pages 51
Provide outdoor seating/eating areas, bicycle lockers/racks and shower/locker facilities within each industrial project.	●	●	●	Private developer	Private	Pages 51, 52
Provide support commercial uses within industrial/business park areas to minimize off-site vehicular trips.	●	●	●	Private developer		Pages 47, 49, 52
Recognize adjacent land uses when designing industrial/business park projects and provide appropriate design techniques (such as reduced bulk and scale of buildings), setbacks, transition areas and landscape landform buffers.	●	●	●	Private developer	Private	Pages 47, 49-52
Integrate transit facilities to encourage ridership. This can be accomplished through provision of a shuttle connection to the commuter rail station in Sorrento Valley or to the LRT station (if funded and built).	●	●	●	Private developer MTDB	Private MTDB	Pages 52, 61, 67



Commercial Land Uses
Torrey Hills Community Plan
9 FIGURE

COMMERCIAL LAND USES

GOALS

1. Provide commercial uses as part of the overall Torrey Hills community.
2. Provide commercial land uses that adequately meet the needs of the community.
3. Develop commercial uses that complement the mix of other uses located within the community plan area, including residential and industrial uses.
4. Locate commercial uses in easily accessible, highly visible locations.
5. Develop satellite commercial uses to support industrial development.
6. Provide commercial uses that operate without adversely impacting nearby residential neighborhoods.

BACKGROUND

Most of the commercial land uses planned for Torrey Hills are located in the northwest portion of the community, near I-5 and north of Arroyo Sorrento Road. EI Camino Real traverses this commercial area providing easy connection to other land uses to the south. In this area, commercial uses are planned to serve the traveling public and to act as an extension of the freeway-oriented commercial uses developing at the Carmel Valley Road/SR-56 interchange with I-5.

In addition to the planned commercial land uses provided for in the northern portion of the community, retail commercial uses will also be provided in the Torrey Hills Neighborhood Commercial Center located in the northeast part of the community. The Torrey Hills Neighborhood Commercial Center, strategically located to serve residential developments in the community, as well as passers-by traveling to adjacent communities, will allow for a reduction in the amount of trips to commercial services outside the area.

Adjacent to industrial/business park uses planned for the western portion of the community, within Subarea “b” of the Torrey Hills Industrial/Business Park planning area, a smaller Support Commercial Center is also planned to provide a complex which may be frequented by both residents and workers in Torrey Hills. This area would accommodate support commercial uses, such as delicatessens, restaurants, dry cleaners, copy stores, liquor stores, shoe repair shops and barbers/hair stylists. A gas station is also an allowed use in this area, with approval of a Conditional Use Permit.

Other commercial uses which may develop in the community will occur in conjunction within industrial/business park uses. Support commercial uses in these areas will be a very minor part of commercial development in the community and will be ancillary in nature providing such functions as small delicatessens, travel agencies, etc.

SPECIFIC PROPOSALS

The Torrey Hills Community Plan designates approximately 41 acres for commercial development (see **Figure 9**, **Commercial Land Uses**). **Table 4**, **Commercial Land Uses**, identifies the development intensity anticipated in each of the commercial areas.

TABLE 4

COMMERCIAL LAND USES

Commercial Land Use Designation	Acreage	Development Intensity (SF)
Torrey Reserve	24	477,000
Torrey Hills Neighborhood Commercial Center	13	151,300
Support Commercial Center	4	40,000 square feet of support retail commercial or industrial/business park land uses **OR** a maximum of 300 hotel rooms and 5,000 square feet of support retail commercial land uses
Total	**41**	**668,300**

Torrey Reserve

The commercial land use designation in this area encompasses approximately 24 acres, east of I-5 and on both sides of El Camino Real. This area is recommended for commercial development under application of a Planned Commercial Development (PCD) Permit. No less than 20 percent of the commercial area should be developed with visitor commercial uses as defined in the Visitor Commercial (CV) Zone. The remaining 80 percent can be developed with commercial uses such as visitor commercial, financial, specialized commercial, office and corporate headquarters.

Circulation issues are relevant to this development area as well as the area located adjacent to Arroyo Sorrento (discussed below). El Camino Real runs north-south through the Torrey Reserve commercial area; Arroyo Sorrento Road intersects El Camino Real from the east. North of the Torrey Reserve commercial area, EI Camino Real intersects with Carmel Valley Road/SR-56 and continues north into the Carmel Valley community planning area. To the south of the Arroyo Sorrento commercial area, El Camino Real becomes Carmel Mountain Road which has been planned to eventually intersect with I-15, located east of Torrey Hills.

Environmental resources occur in the Torrey Reserve Commercial land use area which must be considered in conjunction with development proposals. A sandstone bluff escarpment occurs east of El Camino Real and adjacent to commercial land uses. The bluffs are left free from development in this Plan because of their aesthetic value. North of and adjacent to the Torrey Reserve Commercial land use area is wetland associated with the Carmel Creek floodplain.

Specific guidelines for development of areas adjacent to the bluffs as presented in the **Open Space and Resource Management Element** of the Plan have been developed to ensure

continued protection of this natural resource. The **Open Space and Resource Management Element** also provides for the protection and viability of this resource through design guidelines, drainage control and buffer areas. The reader is referred to the **Open Space and Resource Management Element** for a detailed discussion of development guidelines.

This Commercial Land Use Area is located entirely within the Coastal Zone, and special coastal development criteria must be implemented in conjunction with development proposals as presented in the **Coastal Zone Policies Element** of this Plan.

Torrey Hills Neighborhood Commercial Center

In order to reduce the amount of commercial service oriented external trips made by workers and residents of Torrey Hills, a Neighborhood Commercial Center is planned for approximately 13 acres located at the intersection of Carmel Mountain Road and Street C. Types of commercial uses which may occur in the Torrey Hills Neighborhood Commercial Center include neighborhood market, drug store, smaller retail shops and restaurants. The Torrey Hills Neighborhood Commercial Center shall be zoned CN and developed as a Planned Commercial Development (PCD).

Support Commercial Center

Approximately four acres west of Vista Sorrento Parkway, south of Carmel Mountain Road and adjacent to the Sorrento Hills Gateway and within Subarea “b” of the Torrey Hills Industrial/Business Park planning area are designated as a centralized location for support commercial land uses. The Support Commercial Center land use designation in this area is intended to accommodate a congregation of retail commercial uses, such as delicatessens, restaurants, dry cleaners, copy stores, liquor stores, shoe repair shops and barbers/hair stylists. A gas station is also an allowed use in this area, with approval of a Conditional Use Permit. The Support Commercial Center also provides an integral component of the complex of uses which form the community activity node.

The underlying zone for the Support Commercial Center shall be M-1A. Land uses should be selected to support the employment base provided by industrial and business park land uses in the community. For this reason, commercial development in the Support Commercial Center should occur in conjunction with a Planned Industrial Development (PID) permit. The precise size, location and permitted uses of the Support Commercial Center should be identified through the PID process. Should this area not develop as support commercial uses, other uses which can occur in this area include those permitted in the adjacent Torrey Hills industrial/ business parks. Such alternate land uses should also occur through application of a PID.

COMMERCIAL DEVELOPMENT GUIDELINES

General

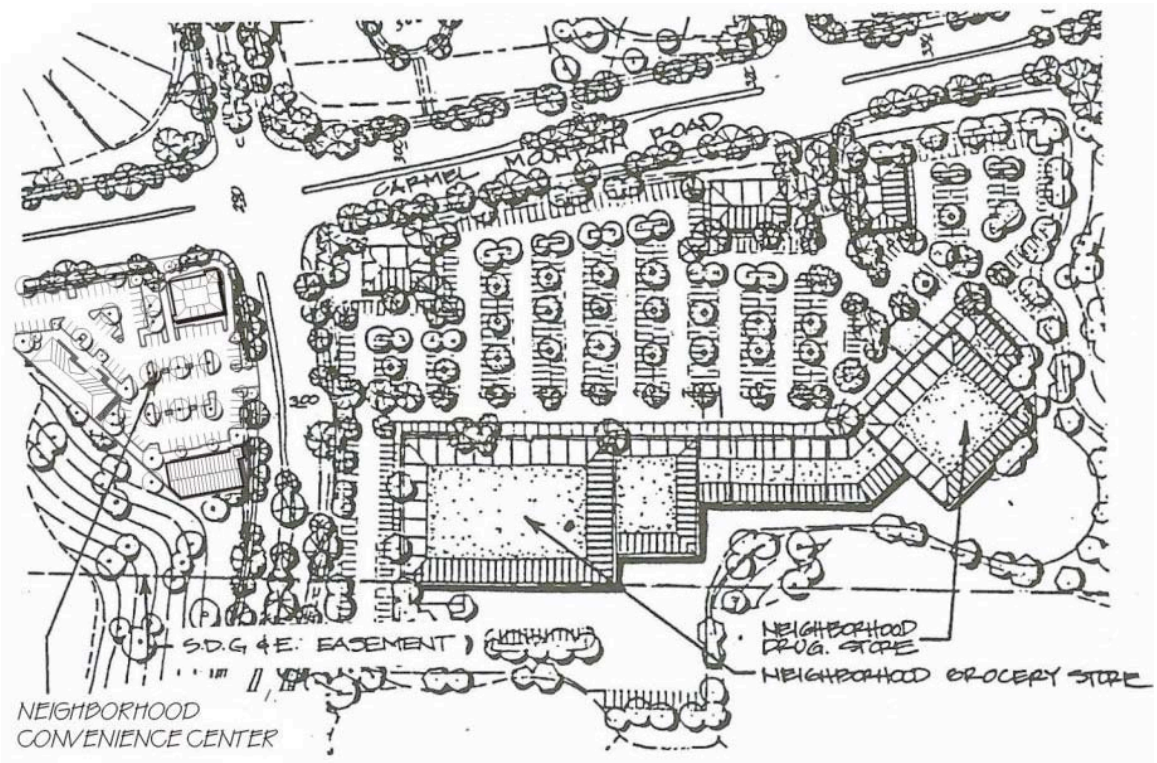
1. Bulk and scale of commercial development should be compatible with other land uses of the community and should be designed in a manner which is sensitive to significant environmental features (e.g., wetlands and inland bluffs) and view sheds of adjacent public use areas and important roadways (I-5, Carmel Mountain Road, Carmel Valley open space and Torrey Pines State Park).

2. Activity areas (e.g., areas that generate noise, foot traffic, parking lots, etc.) of commercial land use projects shall be oriented away from residents.

3. Erosion and sediment control measures described in the **Open Space and Resource Management Element** and the **Coastal Zone Policies Element** of this Plan shall be implemented to prevent sediment into Los Peñasquitos Lagoon and Carmel Creek.

Site Planning and Design Guidelines

1. Pedestrian connections must be well defined and an integral part of the Torrey Hills Neighborhood Commercial Center and the Support Commercial Center to encourage and promote pedestrian accessibility. This should occur through the use of enhanced paving material, landscape treatment and lighting. Smaller scale retail uses should be encouraged in the commercial areas to help define pedestrian connections.



2. Architecturally, buildings shall complement adjacent residential and industrial/business park developments yet differ enough to result in a definable urban statement. This approach will create an identity and arrival statement which will attract patrons.

3. Low-density development and low profile buildings (in terms of height and mass) should be sited near Arroyo Sorrento Road to soften the future urban view visible to the residents in Carmel Valley.

4. In the Torrey Hills Neighborhood Commercial Center, buildings should be placed to define the street edge and maximize pedestrian connections.

5. Primary uses in commercial areas shall "anchor" the corners at street intersections.

POLICIES

1. Require that all commercial uses be compatible with the residential and industrial uses in the plan area.

2. Require that adequate vehicular and service areas be provided between adjoining individually developed commercial properties and curb cuts on major streets (i.e., El Camino Real, Carmel Mountain Road and Vista Sorrento Parkway) be minimized.

3. Locate landscaping along all commercial street frontages.

4. Provide for the development of low-intensity, low-rise and mid-rise (not to exceed 50 feet in height) commercial retail developments which are designed as complexes of stores and urban nodes reflecting the character of Torrey Hills.

5. Require the processing of a Planned Commercial Development (PCD) Permit (or Planned Industrial Development (PID) Permit in the case of the Support Commercial Center) to provide an opportunity for site plan and architectural review. Ancillary commercial uses developed in conjunction with industrial/business park developments require review in conjunction with the primary industrial land use proposal and shall not require separate PID permits.

6. Incorporate project-specific design guidelines into planned development permits for development of commercial land uses.

7. Implement specific criteria designed to protect coastal resources as defined in the policies of the **Open Space and Resource Management Element** and **Coastal Zone Policies Element** of this Plan.

COMMERCIAL ELEMENT ACTION PLAN

Implementing Action	Timing: Adopt With Plan	Timing: Within 5 Years	Timing: Within 20 Years	Responsibility	Funding	See for More Details
Provide commercial uses to meet the needs of the community.	●	●	●	Private developer	Private	Page 55
Develop the Torrey Reserve commercially designated area with 20% visitor service commercial uses and 80% mixed commercial uses.	●	●	●	Private developer	Private	Page 56
Establish a viable Neighborhood Commercial Center as a concentration of a mix of commercial uses to support residential and employment opportunities in the community.	●	●	●	Private developer	Private	Pages 55, 57
Integrate transit into the Village Center as a focal point and to encourage ridership. This can be accomplished through provision of a shuttle connection to the heavy rail stop planned for Sorrento Valley, or—if funded and built—incorporation of an LRT station at the Village Center.	●	●	●	Private/City/MTDB	Private MTDB	Page 61
Provide comprehensive landscape plans for all commercial areas which transition and buffer adjacent uses.	●	●	●	Private developer	Private	Page 58

TRANSPORTATION

GOALS

1. Construct and maintain an adequate community circulation network that is compatible with the regional transportation system.

2. Achieve a balance between parking supply and demand throughout Torrey Hills for all planned land uses as shown on **Figure 1**, the Torrey Hills **Land Use Plan**.

3. Provide a transportation system that maximizes the opportunities for public transit.

4. Provide a system of bikeways and pedestrian facilities that will encourage bicycling and walking as a means of transportation.

5. Provide a transportation system that is a convenient linkage to the community's activity centers and to the rest of the metropolitan region.

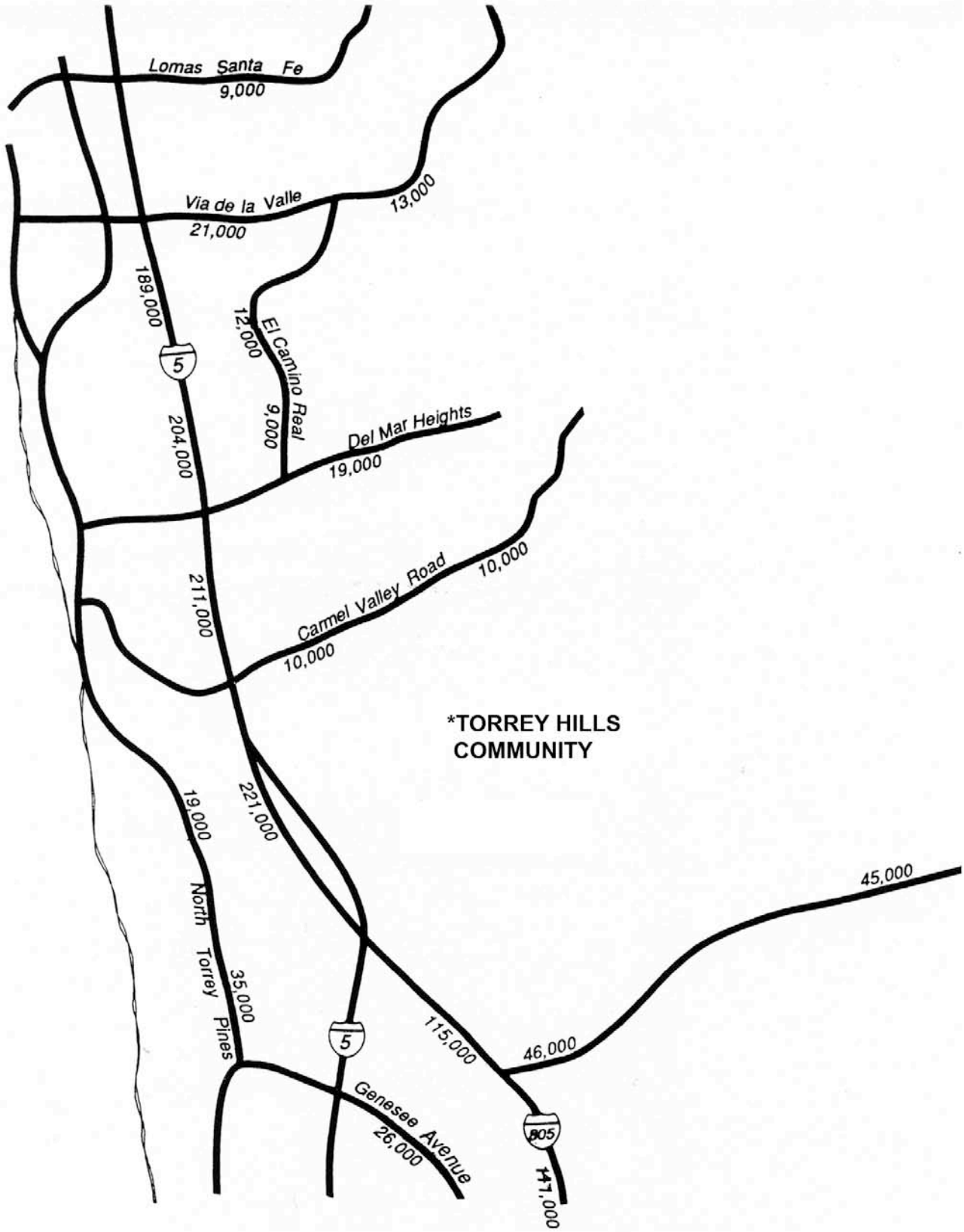
6. Develop a centralized Transportation Demand Management (TDM) program for all projects located in the community that sustains an adequate level of mobility in and around the project, minimizes peak-hour pockets of congestion and promotes the use of alternatives to the single-occupant motor vehicle.

BACKGROUND

The Torrey Hills community benefits from existing and planned transportation facilities (**Figure 10**, **1991 Average Daily Traffic**, shows existing street pattern and current traffic volumes). Interstate 5 (I-5) is a full freeway with four lanes in each direction from the vicinity of the Carmel Mountain Road bridge underpass and extending north. A short distance to the south, two separate eight-lane freeways (I-5 and Interstate 805) merge into I-5. From the merger point north, additional lanes are added to I-5 for varying distances to facilitate the merging maneuvers. Future improvements are planned for the I-5/I-805 freeways from Genesee Avenue to the south to Del Mar Heights Road in the north which will widen the freeways, provide for truck lanes and construct interchange improvements.

Public Transportation

The Metropolitan Transit District Board (MTDB) has considered a northerly extension of an LRT line that would run immediately east of I-5 along the western edge of Torrey Hills. This extension is designated as a possible future rail extension in MTDB's Rail Transit Plan. Funding for this facility is not available at this time. However, this Plan provides an opportunity to integrate the LRT or connect to the Coaster commuter rail station in Sorrento Valley through bus or shuttle services. The provision of bus or shuttle services would require private funding.



1991 Average Daily Traffic

Torrey Hills Community Plan

10
FIGURE

SPECIFIC PROPOSALS

Community Roadway Network

With this update, revision to the adopted community circulation system is planned to best accommodate the planned land uses and associated traffic volumes. **Figure 11**, **Vehicular Circulation Plan**, shows the principal streets of the Torrey Hills Community Plan. The primary elements of the community circulation system include El Camino Real/Carmel Mountain Road, Vista Sorrento Parkway and Street C within the Torrey Hills development area. Added to these are the internal loop roads and local roads designed to serve development proposals.

- El Camino Real/Carmel Mountain Road. El Camino Real/Carmel Mountain Road occurs as a north-south and east-west connection along the northern part of the community and will be constructed as a six-lane major street. Providing direct access from the community to I-5 is a section of Carmel Mountain Road constructed to six-lane primary street standards.
- Vista Sorrento Parkway. Within the Torrey Hills Community, Vista Sorrento Parkway will be constructed as a four-lane major street and will provide a north-south connection between Torrey Hills and Sorrento Valley. Portions of Vista Sorrento Parkway occur within the freeway right-of-way for I-5.
- "C" Street. Internal to the central portion of the community, the Circulation Element anticipates "C" Street as the main loop road which will provide direct vehicular connections to Vista Sorrento Parkway and Carmel Mountain Road. Street C will also provide linkages to land uses within this portion of the community and will be accessible by automobile, pedestrian, bicyclist and transit.

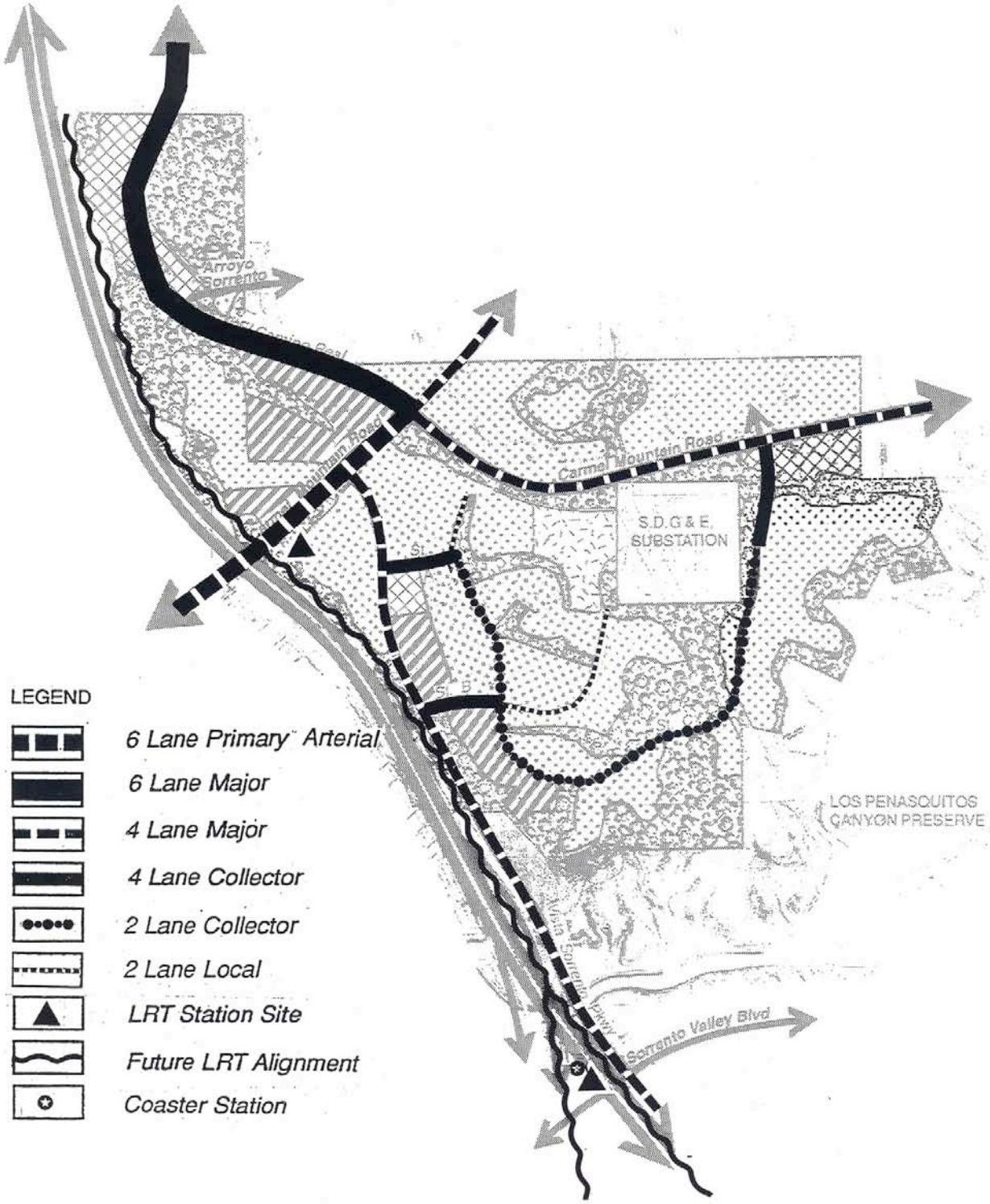
Traffic Generation

An estimate of the traffic generated by Plan buildout has been assigned to the planned circulation system. The critical elements of the system will be the major streets and the freeway interchanges. Those facilities must be constructed to accommodate the cumulative traffic demands of the community plus through traffic. The local streets totally within Torrey Hills will be designed to have adequate capacity for local traffic demands.

Traffic Distribution

The projected external traffic volumes were distributed on the planned circulation system via a specific set of distribution percentages. These percentages were derived with the cooperation of City Transportation Planning staff with data gathered from the Source Point staff of San Diego Association of Governments (SANDAG).

Source Point provided trip tables of the latest Series VIII forecast for the Carmel Valley residential zone immediately north of Torrey Hills, and the Sorrento Valley business/ industrial zone to the south of Torrey Hills. By tracing these trip tables separately for the nonresidential and the residential uses to all the traffic zones in the San Diego region via the planned regional circulation system, the distribution percentages for Torrey Hills were derived.



Vehicular Circulation
Torrey Hills Community Plan
11 FIGURE

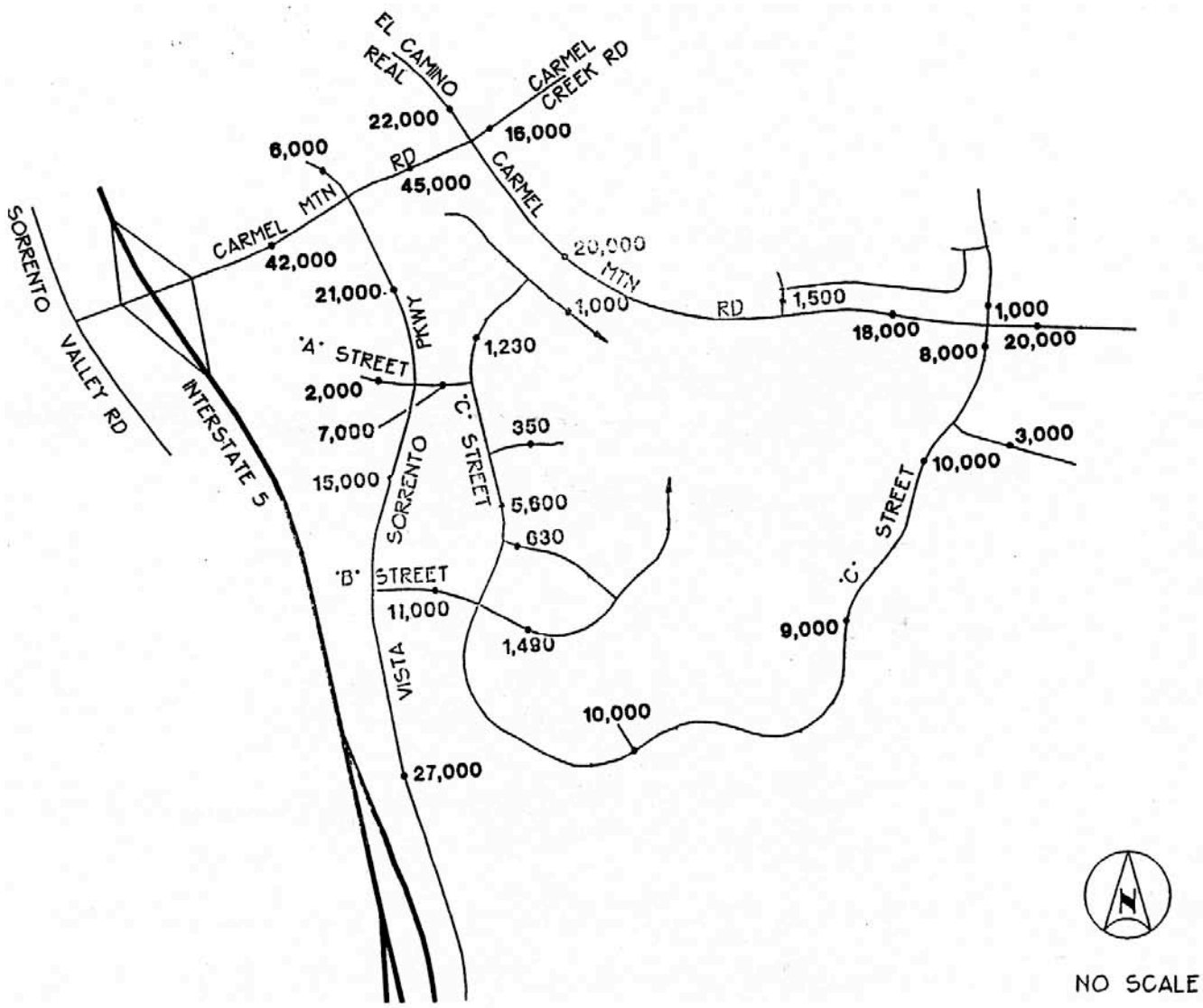
With the cooperation of the City of San Diego transportation planners, through traffic was then estimated for Torrey Hills. By combining the through traffic with the total Torrey Hills traffic as shown on **Figure 12**, **Community Plan Traffic Volumes**, a total forecasted traffic can be used in planning the Torrey Hills circulation system.

The impacts of community traffic have been carefully evaluated to determine the compatibility of the proposed roadway system with the projected traffic volumes. This evaluation included both roadway and intersection capacities. Land uses have been selected and modified as necessary to avoid congestion.

Street Widths

Based on the traffic studies conducted for the planning area, the following street widths should be provided in the Torrey Hills community pursuant to the proposed circulation system depicted on **Figure 11**. Design speed for each circulation element roadway will be as determined by the City Engineer.

- Carmel Mountain Road
  - From I-5 to El Camino Real: Six-lane Primary Arterial Street.
  - From Carmel Valley Neighborhood 10/Torrey Hills boundary to just east of Carmel Creek Road: Four-lane Major Street
- El Camino Real
  - From Carmel Mountain Road to State Route 56: Six-lane Major Street.
- Vista Sorrento Parkway
  - From Carmel Mountain Road to Sorrento Valley Boulevard: Modified Four-lane Major Street.
- Carmel Creek Road
  - From Carmel Mountain Road into Carmel Valley Neighborhood 8A: Four-lane Major Street.
- Torrey Hills “A” Street
  - Between Vista Sorrento Parkway and “C” Street: Four-lane Collector Street.
- Torrey Hills “B” Street
  - Between Vista Sorrento Parkway and “C” Street: Four-lane Collector Street.
- Torrey Hills “C” Street
  - From “A” Street to just south of Carmel Mountain Road: Two-lane Collector Street.
  - The south leg of the intersection with Carmel Mountain Road: Four-lane Collector Street.
  - The north leg of intersection with Carmel Mountain Road into Carmel Valley Neighborhood 8A: Two-lane Collector Street.



Community Plan Traffic Volumes

Torrey Hills Community Plan

12 FIGURE

Alternative Transportation Modes

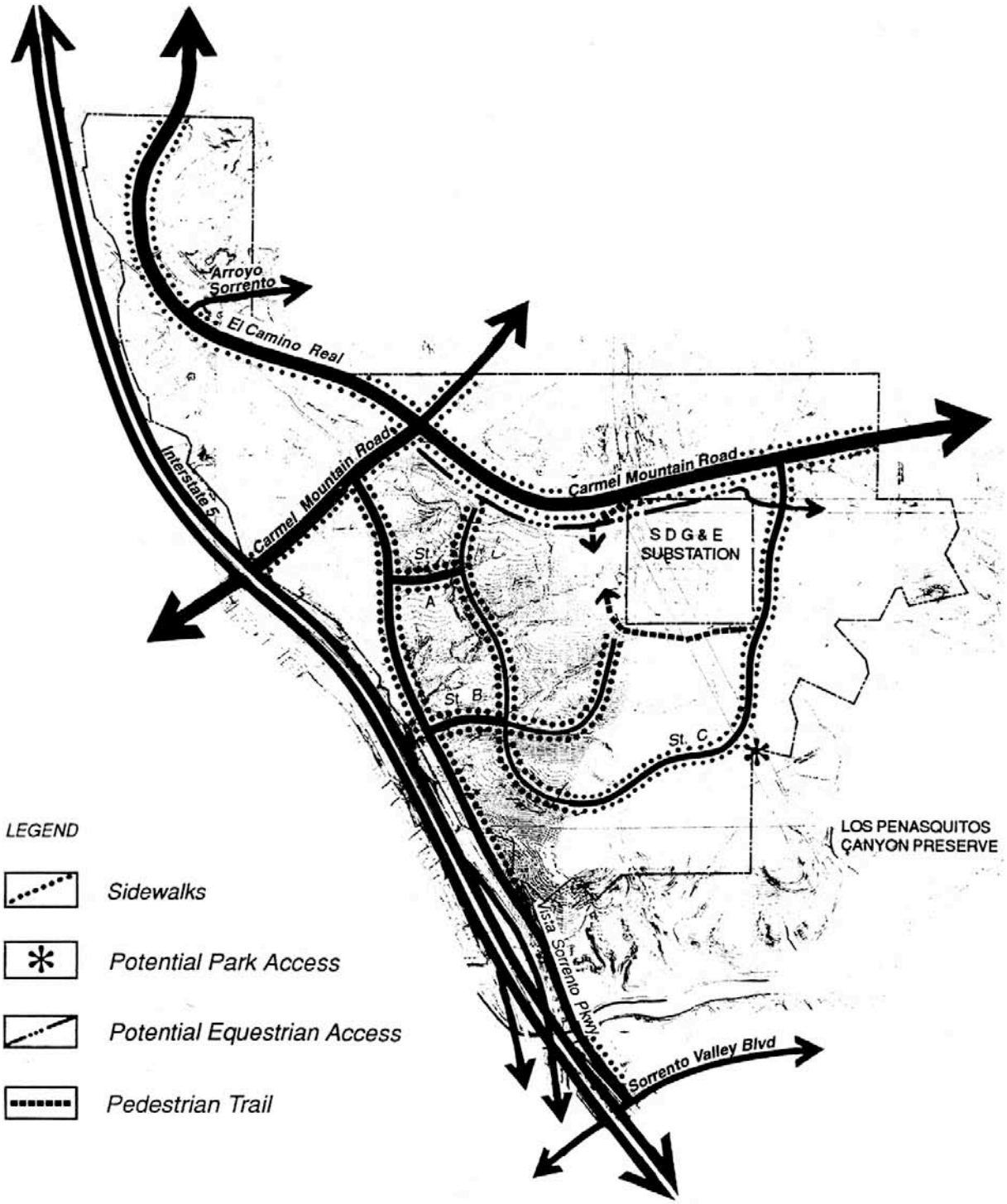
Practical alternatives to private automobile travel are encouraged for circulation within the community, and to outside surrounding areas. Commuting between work and residence is an especially important target for use of alternative transportation modes. Utilization of alternative modes can reduce traffic congestion, conserve energy, and minimize air pollution. Included in alternative transport modes are transit, bicycle travel and pedestrian circulation.

The Metropolitan Transit Development Board (MTDB) has conducted preliminary studies of a northerly extension of a Light Rail Transit (LRT) line that would run immediately east of I-5 along the west edge of the Torrey Hills community. Funding is not currently available to pursue this alignment. If the line is ultimately built, there are tentative plans for a transit stop for the LRT in Torrey Hills, near the interchange of Carmel Mountain Road and I-5, and one further north in the Carmel Valley community. The adopted development agreement for Torrey Hills requires the property owners within the community to provide the right-of-way for the LRT line to MTDB at no cost.

The North County Transit District (NCTD) is operating the Coaster, a commuter rail line through Sorrento Valley. This commuter rail line provides connections between the Santa Fe Depot in downtown San Diego to the Oceanside Transit Center. A commuter rail stop is located in Sorrento Valley in the vicinity of the I-805/I-5 junction. Shuttles provide service to Coaster patrons between the surrounding work places and the rail stop. This is funded as a two-year demonstration project. Private funding is required to continue the services beyond February 1997.

Transit includes a number of other travel alternatives such as bus, tram and para-transit using standard roadways. Local transit should be provided by local buses, trams, and/or dial-a-ride. These services should connect to routes in surrounding communities as well as the regional systems. Carmel Mountain Road, El Camino Real and Vista Sorrento Parkway would provide the best routes for local transit within the community. Transit stops should be considered in the design of streets serving the high-intensity uses, and development proposals should design street layouts that offer direct pedestrian connections to transit corridors.

Future bus service on I-5 should take into account riders going to and from the Torrey Hills community. Increased frequency of bus service on I-5 is supported by this Plan as the community builds out. In particular, this Plan supports the potential future bus express route (Route 960) which has been identified to serve the I-5 corridor from Del Mar to downtown San Diego. The planning of transit facilities for Torrey Hills must include the consideration of Route 960 as well as local transit feeder service. There is no existing or planned local transit service in this community due to funding shortfalls.



Community Trails System

Torrey Hills Community Plan

13 FIGURE

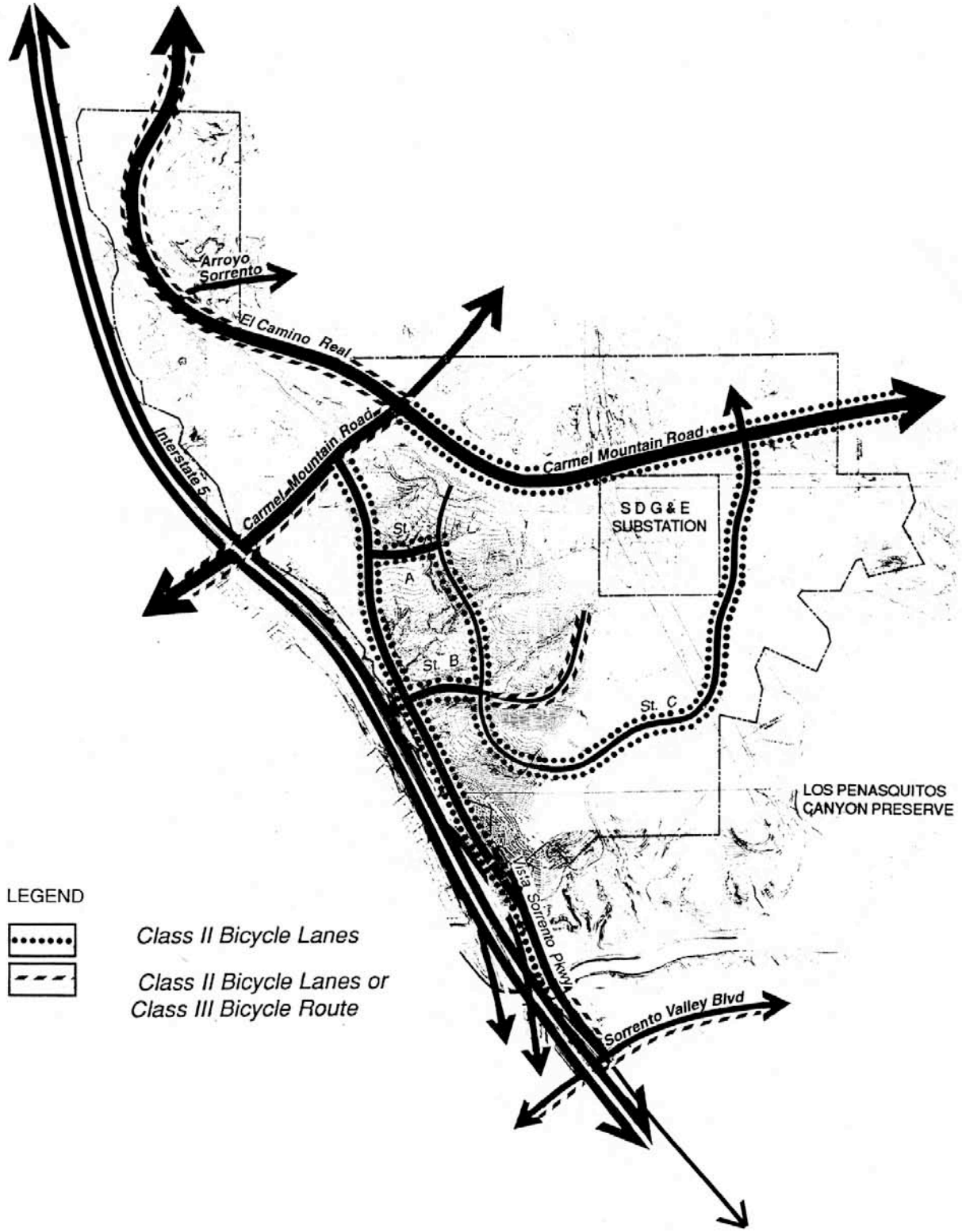
Community Pedestrian, Bicycle and Equestrian Access

A bikeway network, consisting of bicycle paths and bicycle lanes; a pedestrian/jogging trail system, consisting primarily of paved sidewalks; and opportunities for an equestrian trail are planned for the Torrey Hills community. These non-motorized transportation facilities will provide an alternative to automobile travel as well as recreational opportunities.

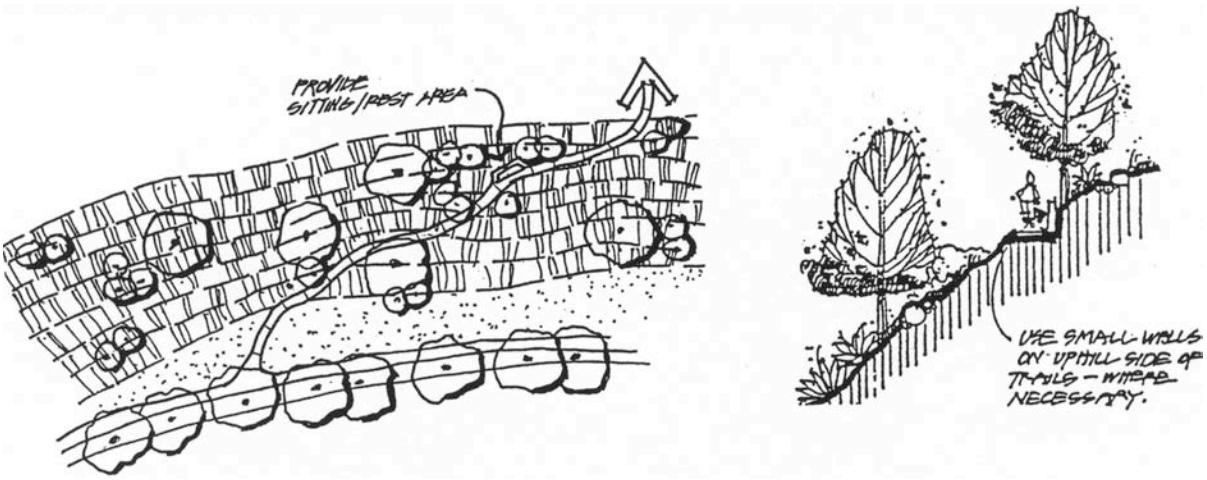
- Pedestrian Access. The planned pedestrian/jogging trail system is shown on **Figure 13**, **Community Trails System**. The trails system is designed to provide access to open space areas, such as Carmel Valley and Los Peñasquitos Canyon Preserve and provide a linkage of paved sidewalks and graded trails which integrates planned land uses. Proximate to the community activity nodes (i.e., the Support Commercial Center in the western part of the community, the Community Sports Park in the central portion of the community, the potential school site in the south-central portion of the community and the Torrey Hills Neighborhood Commercial Center in the eastern portion of the community), it is essential that pedestrian elements aid in linking land uses in a cohesive manner. A pedestrian access route/community trail connection should occur along the slope on the south side of Carmel Mountain Road, west of the SDG&E substation, connecting with the Community Sports Park. This trail will provide pedestrian access to the park for neighborhoods north of Carmel Mountain Road. A pedestrian access route/community trail should also be provided south of the SDG&E substation to provide a convenient direct pedestrian link between neighborhoods in the eastern part of the community with the Community Sports Park.

  Development of the community trail system should include resting areas (such as benches) and signage. Portions of the community trail system located in open space areas will require sensitive grading techniques which minimize impacts. This may involve switchbacks or the incorporation of small walls which will minimize impacts to steep slopes. Trails should be a minimum of six feet in width and composed of decomposed granite or compacted earth.

  Sidewalks within the community should be a minimum four feet in width and occur as non-contiguous elements along Vista Sorrento Parkway, north of “B” Street; and along “C” Street. Along these streets, the travel-way will be separated from the pedestrian by a minimum 4-1/2 foot landscaped parkway. On the southern portion of Vista Sorrento Parkway, south of “B” Street, a contiguous sidewalk will also be provided on both the north and south side of the street. Contiguous sidewalks will also be provided on both the north and south side of Carmel Mountain Road. On local streets and cul-de-sacs, sidewalks may occur immediately adjacent to the street. In some areas, opportunities may exist to limit paved sidewalks to one side of the local street (on single-loaded streets, for example).



Bikeway Plan
Torrey Hills Community Plan
14 FIGURE

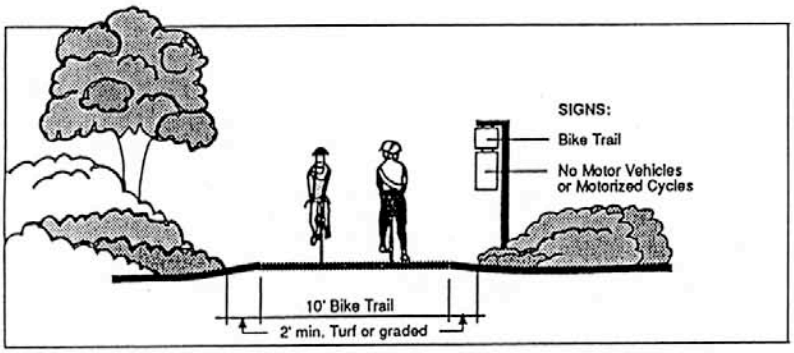


- Bicycle Access. The City of San Diego's Proposed Bikeways System shows a bikeway running through Torrey Hills along Carmel Mountain Road and El Camino Real and along Vista Sorrento Parkway (see **Figure 14**, **Bikeway Plan**). There is also a bikeway running along Arroyo Sorrento Road between El Camino real and Soledad Valley Road and Carmel creek Road. A bikeway should also be provided along Street C and along the local street which provides direct access to the Community Sports Park. Bicycle facilities classifications are illustrated on **Figure 15**, **Bicycle Facilities Classifications**.

- Equestrian Trail Opportunities. Opportunities for equestrian trails are provided within the community to serve adjacent rural areas where horses may be kept and to provide an equestrian link between trails planned for Carmel Valley, Los Peñasquitos Canyon preserve and Carmel Valley Neighborhoods 8, 8A, 8B and 10. As shown on **Figure 13**, **Community Trails System**, for Torrey Hills, equestrian access will be available generally east along the south side of Carmel Mountain Road and south along the west side of "C" Street, then connecting east through the SDG&E easement to Los Peñasquitos Canyon Preserve. It is not the intent of this Plan that property owners in the Torrey Hills community be required to dedicate right-of-way or construct and maintain equestrian trails. Private equestrian groups or the City may purchase right-of-way for the purpose of constructing and maintaining equestrian trails throughout Torrey Hills.

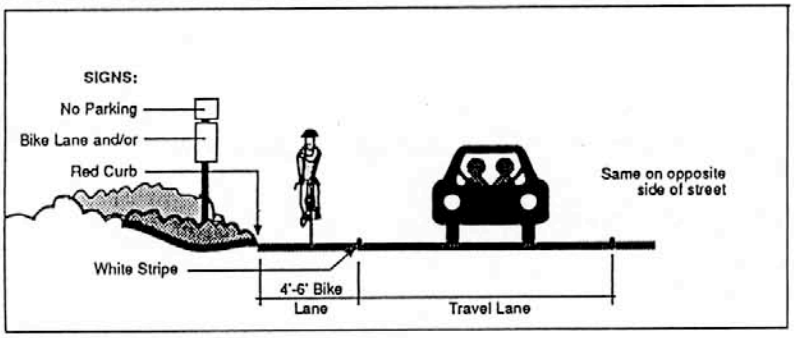
Phasing

The precise phasing of the circulation and infrastructure systems in Torrey Hills is specifically identified in the Torrey Hills Public Facilities Financing Plan. The Torrey Hills Public Facilities Financing Plan was originally adopted September 22, 1986. A revised Financing Plan was subsequently adopted on April 11, 1990. An update of the Public Facilities Financing Plan has occurred in conjunction with approval of this amended Plan. Updating of the Public Facilities Financing Plan is required on a regular basis.



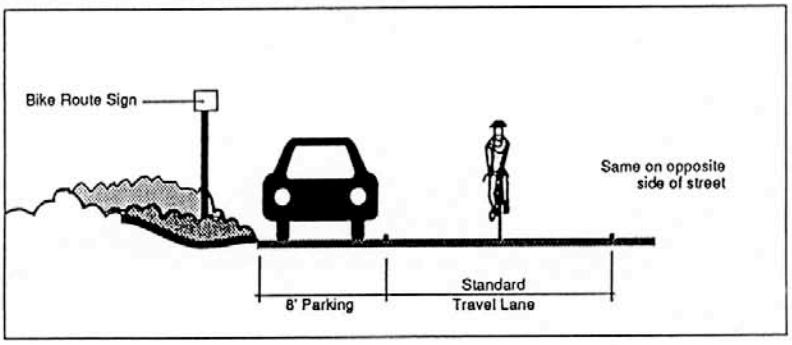
CLASS I
(Typical Location - open space)

Bicycle Path
A completely separate right-of-way for the exclusive use of non-motorized vehicles.



CLASS II
(Typical Location - major street)

Bicycle Lane
A restricted right-of-way located on the paved road surface alongside the traffic lane nearest the curb, and identified by special signs, lane striping, and pavement markings.



CLASS III
(Typical Location - neighborhood street

Bicycle Route
A shared right-of-way designated by signs only, with bicycle traffic sharing the roadway with motor vehicles.

The dimensions illustrated are subject to change.

Bikeway Facilities Classifications
Torrey Hills Community Plan
15 FIGURE

POLICIES

1. Participate in traffic and transportation studies for the North San Diego region to identify regional traffic problem areas and subsequent potential solutions.

2. Incorporate into the Torrey Hills Community Plan the improvements that are required for the Torrey Hills area as a result of north San Diego traffic and transportation studies.

3. Determine the required community roadway capacities to safely handle traffic-generated as the Torrey Hills community is built out.

4. Require that all new developments provide adequate off-street parking for vehicles in all community projects to meet their parking demands on-site or in consolidated parking facilities within close proximity to their site.

5. All streets designated as major streets and above should have Class II bicycle lanes, with the exception of Vista Sorrento Parkway, south of the Peñasquitos Creek crossing. Along this portion of Vista Sorrento Parkway, a Class II bike route should occur. Develop a system of bikeways and accompanying bicycle storage areas within the community, as shown on **Figure 13**, tying into the regional bicycle network.

6. Promote alternatives to private vehicular travel, such as public transit and transportation demand management strategies, which can be integrated with the regional circulation network.

7. Support the provision of secure park-and-ride facilities in the vicinity of access points to the major regional transportation facilities.

8. Pursue development of a transportation system including use of bus, shuttle service, park-and-ride, bicycles, etc., which will be coordinated with regional systems and with neighboring systems.

9. Development of transportation facilities shall avoid unnecessary encroachment into environmentally sensitive areas.

10. Pursue development of alternative transportation systems during the earliest stages of development to eliminate unnecessary traffic congestion and encourage the use of public transit and other transportation modes by future residents.

11. Coordinate with MTDB to expand transit services to Torrey Hills after the initial development is completed.

12. Provide the necessary easements/right-of-ways for the construction of equestrian trails by a recognized equestrian group which will be responsible for the processing of necessary environmental documentation, permits, constructing and maintaining the trails.

13. Convenient pedestrian linkages shall be provided from community activity nodes and adjacent land uses.

14. Clearly identify pedestrian access points to adjacent open space areas.

TRANSPORTATION DESIGN GUIDELINES

Roadways

1. Carmel Mountain Road shall be constructed as a six-lane primary arterial street from the I-5 interchange to El Camino Real. From Carmel Valley Neighborhood 10/Torrey Hills boundary to Carmel Creek Road, Carmel Mountain Road shall be constructed as a four-lane major street, except for at the intersection of Carmel Mountain Road and Carmel Creek Road where a six-lane major street shall be provided.

2. El Camino Real shall be constructed as a six-lane major street from Carmel Mountain Road to SR-56.

3. Vista Sorrento Parkway shall be constructed as a modified four-lane major street from Carmel Mountain Road to Sorrento Valley Boulevard.

4. Carmel Creek Road shall be constructed as a four-lane major street from Carmel Mountain Road into Carmel Valley Neighborhood 8A.

5. Torrey Hills "C" Street shall be constructed as a two-lane collector street. At the intersection with Carmel Mountain Road, "C" Street shall be constructed as a four-lane collector street on the south leg and a two-lane collector street on the north leg of intersection into Carmel Valley Neighborhood 8A.

6. Torrey Hills "A" Street and "B" Street shall be constructed as four-lane collector streets between Vista Sorrento Parkway and "C" Street.

7. Collectors, residential streets and cul-de-sacs are planned to serve various neighborhoods in the community. These shall be designed and built in accordance with City standards based upon the amount of traffic they are estimated to carry and City street design standards.

Pedestrian Walkways

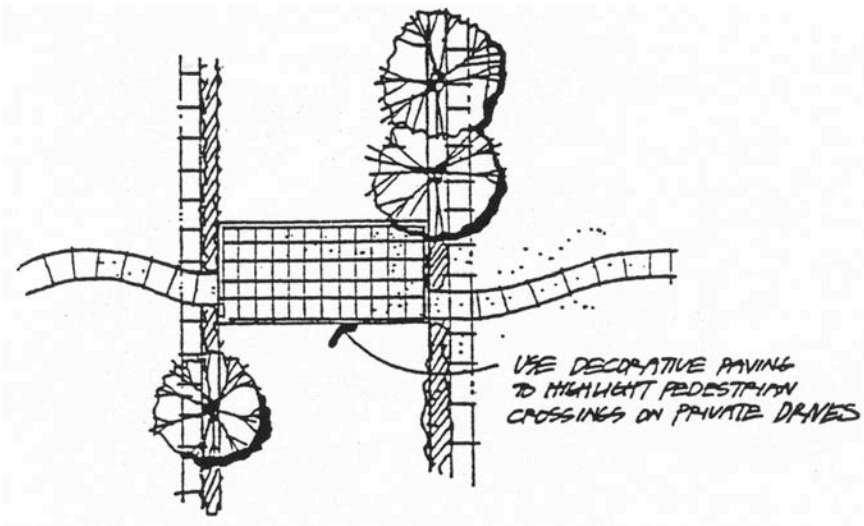
1. Pedestrian walkways shall be fully integrated with the internal site vehicular circulation system to allow safe and convenient pedestrian traffic. Special emphasis shall be placed on providing safe pedestrian access through parking areas to building entrances.

2. On-grade crossings shall be developed in conjunction with major street crossings. Pedestrian crossings may be identified at signalized intersections through special paving design, upon approval by the City Engineer. Placement of any special paving shall conform to the City's Street Design Manual.

3. Pedestrian walkways within all residential projects shall have a minimum width of four feet.

4. Provide appropriate bus stop facilities as future bus routes develop and incorporate pedestrian-oriented design to access those facilities.

5. Pedestrian mid-block crossings shall not be allowed across public right-of-ways unless traffic signals are provided or by approval of the City Engineer.



6. Provide noncontiguous sidewalks with minimum 4-1/2 foot wide parkways adjacent to Vista Sorrento Parkway, north of "B" Street and adjacent to "C" Street on both sides.

Pedestrian Access and Community Trail System

1. Provide a community trail system linking open space and development in a manner which encourages bicyclists and pedestrians.

2. Access to Los Peñasquitos Canyon Preserve shall be limited to identified pedestrian trails and access points as shown on **Figure 13**.

3. Provide signage for trails. Interpretive signage also is appropriate, particularly for trails which provide access into Los Peñasquitos Canyon Preserve.

Equestrian Trail System

1. Provide right-of-ways as necessary to allow for the construction of an equestrian trail in the general alignment shown on **Figure 13**, **Community Trail System**.

2. The design and construction of equestrian trails shall be in a manner acceptable to the City Engineer.

3. Developers in Torrey Hills shall not be responsible for the processing of permits, construction or maintenance of equestrian trails. These responsibilities shall lie with a recognized equestrian group capable and financially able to complete these tasks and which has a long-term commitment to the equestrian community in this area.

TRANSPORTATION ELEMENT ACTION PLAN

Implementing Action	Timing: Adopt With Plan	Timing: Within 5 Years	Timing: Within 20 Years	Responsibility	Funding	See for More Details
Construct a circulation system to serve the needs of the community.	●	●	●	Private/Caltrans	Private/ PFFP/ Caltrans	Page 61
Provide for bicycle and pedestrian access throughout the community and tying into the regional bikeway and trails network.	●	●	●	Private	Private	Pages 61, 69-73, 74-75
Develop TDM programs that: • Provide for preferential parking for carpooling employees. • Provide vanpooling programs as part of development projects. • Provide ridesharing programs for employees. • Establish flextime programs to provide for adjusting individual work schedules. • Establish staggered shifts to reduce travel demand during peak periods.	●	●	●	Private through requirements of PIDs/TDMs	Private	Pages 61, 73
Improve bus service and express service.	●	●	●	City/MTDB	Public (SDT)	Page 67
Coordinate with MTDB and Caltrans to ensure inclusion and expansion, if feasible, of fixed-route service corridors for bus service into Torrey Hills.	●	●	●	Private developers/ City/Caltrans/ San Diego Transit	Public	Pages 67, 73
Expand public awareness of available public transit.	●	●	●	Private users/ Tenants/City/ MTDB	Private/ Public	Page 73
Construct sun/rain shelters for pedestrian and bus passengers.	●	●	●	Private developers/ MTDB/San Diego Transit	Private	Page 74
Allow for purchase of right-of-way and construction of an equestrian trail connection to Los Peñasquitos Canyon Preserve.	●		●	City/Private equestrian group(s)	Private	Pages 71, 73, 75
Construct and maintain equestrian trails to serve the local equestrian community.	●		●	Equestrian group	Private	Pages 71, 75
Design and construct bikeways as part of the regional system that connects residential, industrial and commercial areas.	●	●	●	Private developers	Private	Pages 71-73
Install bicycle storage facilities at industrial/commercial sites and at connection points to other transportation modes.	●	●	●	Private builders/ Users/Tenants	Private	Page 73

OPEN SPACE AND RESOURCE MANAGEMENT

GOALS

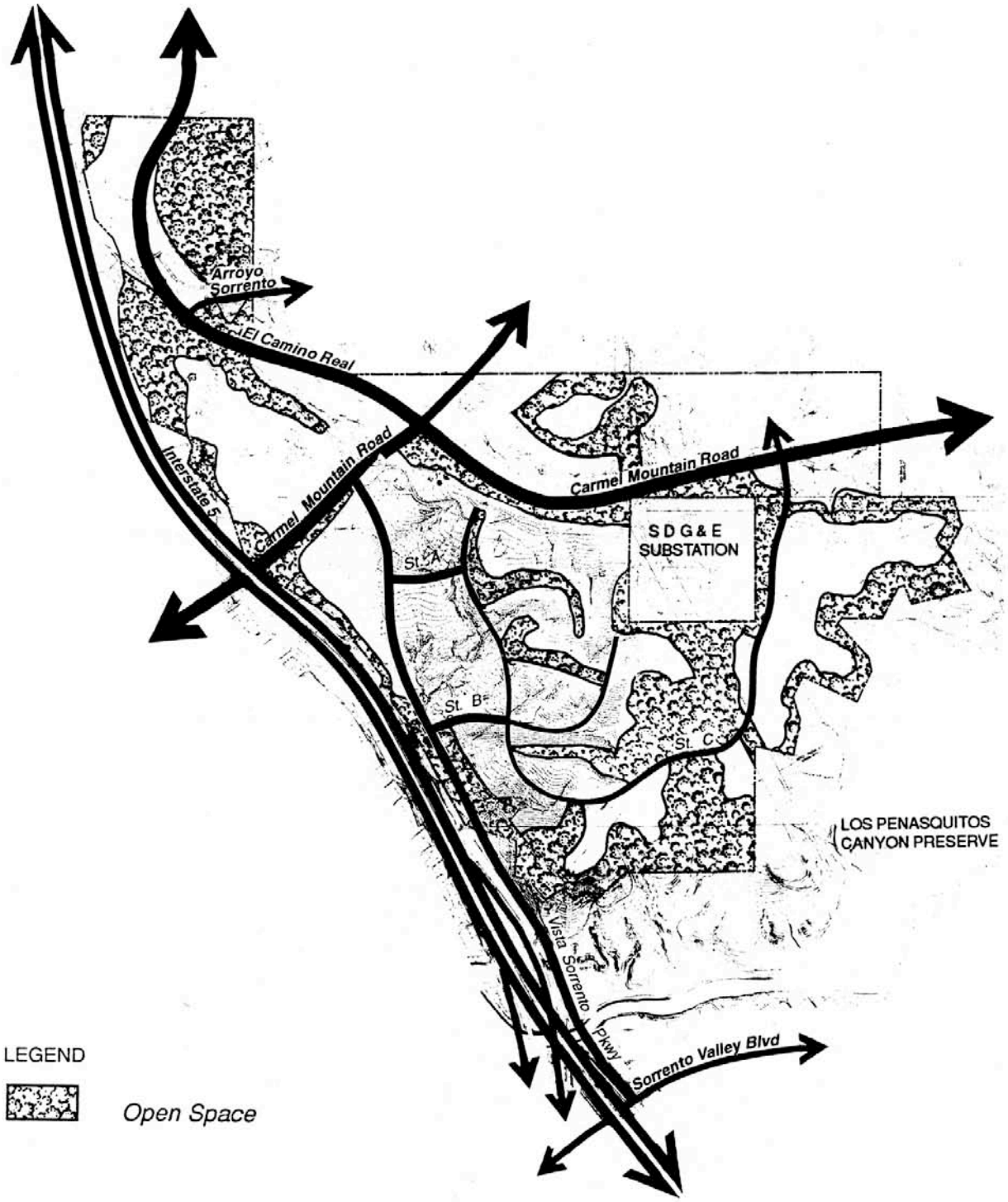
1. Preserve, protect, enhance and, where possible, restore all natural open space and sensitive resource areas including Los Peñasquitos Canyon Preserve, coastal sandstone bluffs and identified wildlife corridors.
2. Prohibit encroachment and impacts of adjacent development, both private and public, on areas designated open space.
3. Establish a bicycle/pedestrian system which links open space areas.
4. Provide opportunities for passive outdoor recreation.
5. Preserve areas of high resource value and establish a management plan for the community environmental resources that will encourage environmentally sensitive development.
6. Design projects to reflect the natural aspects of underlying landforms.

BACKGROUND

Open Space

Torrey Hills is situated amidst expansive regionally significant open space areas. These include Carmel Valley to the north, the Los Peñasquitos Canyon Preserve to the south, and Los Peñasquitos Lagoon and Torrey Pines State Park to the west, across I-5 (**Figure 4**).

- Carmel Valley. Carmel Valley extends from I-5 through the Carmel Valley community plan area. The majority of this resource is outside the limits of the Torrey Hills community with the exception of a wetland area in the northwest corner of the community. Although portions of Carmel Valley are planned for development, the recently adopted Carmel Valley Restoration and Enhancement Plan will provide for an expansive riparian corridor and open space system.
- Los Peñasquitos Canyon Preserve. Los Peñasquitos Canyon Preserve, located south of the community, encompasses more than 1,800 acres. A Master Plan is under preparation which will identify appropriate uses within the preserve. Anticipated uses will include passive interpretive uses such as the Ruiz Adobe and environmental study areas.
- Los Peñasquitos Lagoon. Los Peñasquitos Lagoon is one of the few remaining tidal estuaries in Southern California. The Lagoon and associated upland serves as a major stopping point for migratory birds, and also has a large resident bird population.
- Torrey Pines State Park. Torrey Pines State Park and the Torrey Pines State Reserve Extension stretch from the city of Del Mar to the University community in the City of San Diego. This state resource provides hiking and picnicking opportunities as well as interpretive hikes conducted by state park rangers.



Open Space Map **16**
Torrey Hills Community Plan FIGURE

Resource Zoning Regulations

The City of San Diego has adopted several policies and ordinances directed at protecting important resources and ensuring sensitive development. For Torrey Hills, the applicable City ordinances include the Resource Protection Ordinance and the Hillside Review Ordinance.

- Resource Protection Ordinance. On February 19, 1991, the City Council adopted the Resource Protection Ordinance (RPO) which regulates development in areas of the City which have been identified as "sensitive" and in need of protection. These areas include floodways and floodplains, hillside areas of 25 percent slope or greater as identified by the City's existing Hillside Overlay Zone, wetlands and wetland buffer areas, biologically sensitive areas and areas of significant prehistoric and historic sites and resources. Paragraph E of the RPO addresses projects which have been excluded from the requirements of RPO. Included within the exclusions is the Park Trade property.

  "4. Torrey Hills

  The Resource Protection Ordinance shall not be applicable to development of the 178 acres of land known as Torrey Hills that was the subject of the land exchange approved by the voters as Proposition D, on November 4, 1986."

  Additionally, the Development Agreement approved for Torrey Hills states that RPO shall not apply to:

  "… any change in grading necessary in order to achieve the reasonable and integrated public improvements for... 'the Park Trade Property.'"

- Hillside Review Overlay Zone. The Hillside Review Overlay Zone establishes development regulations for hillsides of 25 percent or greater slope and requires an HR Permit. HR Permits have been secured for portions of the community. In other areas, HR findings will need to be made in conjunction with Planned Development Permits.

Biologically Sensitive Habitats

Biologically sensitive habitats have been identified in the Torrey Hills community plan area. These include areas where there is a high concentration of sensitive plant species (such as the sandstone bluffs in the northern portion of the community), wetlands occurring in the northern portion of the community and coastal sage scrub vegetation, which is dispersed throughout the community. Coastal sage scrub provides habitat for the coastal California gnatcatcher, a sensitive avian species listed as "Threatened" by the federal government. Development in the community will require site-specific biological surveys of sensitive habitat and appropriate mitigation measures for identified impacts.

Cultural Resources

When the community plan area was surveyed for the presence of archaeological resources in conjunction with approval of the 1983 Plan, several sites had been encountered. These sites were found not to be "important;" data recovery was conducted and determined adequate for mitigation resource loss.

Paleontological Resources

The plan area is underlain by geologic formations which can yield important fossil resources. These include Ardath Shale, Scripps, Bay Point and Torrey Sandstone. Construction and grading activities in Torrey Hills where these formations occur will need to be monitored by a qualified paleontologist according to the requirements of the Plan EIR and the City's Environmental Analysis Section.

Landform Resources

The Torrey Hills community is characterized by varying topography. A flat floodplain in the northern reaches of the community is demarcated by eroded sandstone bluffs. Further into the community, mesa tops incised by years of natural runoff and drainage, have created a prominent canyon and ridgeline landform. The southern portion of the community transitions from mesa tops and canyon/ridgeline terrain into the broad Los Peñasquitos Canyon. Features, such as manufactured slopes along I-5 and the level pad of the SDG&E substation, are indicative of urban influences in the area and add to the variety of landforms which must be considered in developing the community.

Bluffs

There also exists aesthetically significant bluff escarpments on the eastern portion of the Torrey Reserve commercial parcel. The Plan preserves the escarpments and the plant species that exist there.

Geological Resources and Potential for Erosion

Most of the Torrey Hills community is relatively free of major geologic hazards. The only geologic hazard which has been preliminarily identified for the community is a north-east-trending fault on the Torrey Reserve commercial parcel. The fault was drawn from field mapping and linear features observed on topographic maps and photographs; its existence would have to be confirmed through trenching or other means of subsurface exploration. Past studies of faults having similar trends as the one found on site classify those faults as "inactive" and have not proved to be a hazard to development. However, the relative activity of the fault on site has not been documented and should be verified in future study.

Underlying geologic and soil structures are susceptible to varying degrees of erosion potential. Limiting erosion and minimizing sediment transport is essential for the protection of sensitive on site and downstream biological resources.

SPECIFIC PROPOSALS

The open space land use consumes the largest part of the Torrey Hills Community Plan, providing approximately 283 acres of open space, as shown on **Figure 16**, **Open Space Map**. These areas are discussed below.

Sensitive Habitat/Plant Species

The extreme northwest corner of the planning area is designated open space to provide for the protection of sensitive wetland habitat. At one time, this area existed as part of a much larger habitat that extended eastward into Carmel Valley. Fed by Carmel Creek, this wetland area is dominated by willow trees and functions as an important natural filter for sediment carried by Carmel Creek. This area is protected by the Plan through an open space designation. The southern boundary of this area is coterminous with the Carmel Valley Restoration and Enhancement Plan now under construction.

Sensitive plant species have been identified in the community. Development proposals within the plan area will require project-specific biology surveys. When sensitive plant species could be adversely affected, applicants shall be required to contract with the California Native Plant Society or other comparable agency or representative to salvage any sensitive plants in the areas proposed for grading and transplant them in an appropriate location, preferably in open space areas within the community, as feasible.

Sandstone Bluffs

Sandstone bluff escarpments occur in the northeast portion of the community east of El Camino Real. These bluffs and surrounding natural slopes are designated as environmentally sensitive and placed in open space for preservation. This area also contains plant species identified as sensitive by the California Native Plant Society.

Internal and Perimeter Slopes

The majority of open space areas in the community are designated as such due to steep hillsides, the presence of native vegetation and land use transitions. Most of this area is along the southern and eastern border of the community. The adjacent land use is Los Peñasquitos Canyon Preserve, and these open space slopes provide a natural setback for development within Torrey Hills. Another important perimeter open space area occurs along the western border of the community adjacent to I-5. This area includes natural and manufactured slope, which provide a buffer between I-5 and the community. Internal open space slopes in the north central portion of the community protect steep hillsides, which provide vertical separation between residential land uses. An internal open space area is also provided along the south side of Carmel Mountain Road. In this area, the natural landform provides a natural backdrop to industrial and residential development and has been placed in open space for protection.

Pedestrian Access and Trails

A system of pathways and trails, comprised primarily of paved sidewalks, is planned for the community to provide linkage from development areas to and through open space areas within this trail system and should also provide connections to adjacent open space resources. Access points into open space areas shall be limited in an effort to control human intrusion into sensitive environmental areas within the Los Peñasquitos Canyon Preserve. The community trails system is shown on **Figure 13** and described in the **Transportation Element** of this Plan.

OPEN SPACE AND RESOURCE MANAGEMENT DESIGN GUIDELINES

Development of Steep Slopes and Bluffs

1. There shall be no grading or development on the bluffs.

2. In areas adjacent to Los Peñasquitos Canyon Preserve, building rooflines should slope in a manner which complements the contours of the natural mesa edge landform. Individual building stories may be staggered contiguous to the mesa edge so as to minimize views of structures from the canyon bottom.

3. When buildings and landscaping are introduced that can be viewed in the context of the bluffs, form, color and texture should be controlled so that development blends into the foreground and does not visually detract from the bluffs.

4. All graded slopes require the preparation of a comprehensive landscape and irrigation plan to provide for rapid stabilization of slope areas.

5. There should be close phasing of grading operations, slope erosion control and building construction to reduce the period when bare slopes are susceptible to erosion.

6. Individual projects should be designed to preserve natural topography, unique geologic formations and native vegetation to the fullest extent possible.

7. The height of cut and fill slopes should be minimized whenever possible. Contour grading techniques should be used to reduce visual effects of manufactured slopes.

8. Slope gradients on slopes greater than ten feet in height shall not be steeper than 2:1.

9. Permanent energy dissipaters and settlement/catchment basins shall be constructed, with a provision for regular, long-term maintenance.

10. Erosion control devices shall be employed to ensure on-site entrapment of silt during construction.

11. Natural slopes containing native vegetation with a gradient of 25 percent or greater remaining undisturbed as a result of the hillside review process shall be placed in a permanent open space easement or deed restriction as a condition of development approval. The purpose of the open space designation shall be to protect native vegetation and visual resources of importance to the entire community.

Development in and Adjacent to Wetlands

1. Development in areas of mapped or identified wetlands shall be in accord with the City's Resource Protection Ordinance.
2. Permitted uses within the northern portion of the community shall be limited to aquaculture, wetlands-related scientific research and wetlands-related educational uses; wetland restoration projects; and essential public service projects.
3. Buffers shall be required around wetlands and shall be a minimum of 100 feet in width, unless otherwise determined through site-specific biological investigations and agreement with the City's environmental staff, the California Department of Fish and Game and the U.S. Fish and Wildlife Service.
4. Permitted uses in wetland buffer areas shall be those allowed in wetland areas as defined above; passive recreational uses, access paths and public viewpoints, provided that all necessary mitigation measures are incorporated to protect the wetland; and any improvements necessary to protect wetlands.
5. All buildings or other improvements proposed adjacent to a wetland shall be located so as not to contribute to increased sediment loading of the wetland, disturbance to its habitat value, or otherwise impair the functional capacity of the wetland.

Development in Areas of Sensitive Vegetation

1. Development in areas of sensitive vegetation, such as coastal sage scrub, shall be in accord with the City's Resource Protection Ordinance as appropriate.
2. Encroachments into areas of sensitive vegetation shall be as defined in the Resource Protection Ordinance, where it applies.
3. 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, 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 l0a of the Endangered Species Act related to the California gnatcatcher. Compliance with these goals and requirements shall be implemented in consultation with the U.S. Fish and Wildlife Service and California Department of Fish and Game.

Development of Pedestrian Access and Community Trail System

1. A community trail system, comprised primarily of paved sidewalks, shall be developed as described in the **Transportation Element** of this Plan.
2. Trails and sidewalks within the community shall connect to planned trails in Los Peñasquitos Canyon Preserve at identified locations.
3. Access into Los Peñasquitos Canyon Preserve shall be clearly identified and limited to those points shown on **Figure 13**. Access from other areas of the community into the park shall be restricted.

4. Trail directory signs shall be placed throughout the community identifying the trail system and access points.

Grading and Erosion Controls

1. Erosion control measures will be incorporated where runoff is concentrated due to development.

2. The existence of faults should be confirmed through trenching or other means of subsurface exploration.

3. Development guidelines shall be implemented as defined in the City's HR Guidelines and those presented in the **Community Design Guidelines Element** of this Plan.

4. Detention basins shall be constructed to control rainfall runoff under ultimate development conditions. Detention basins will not be permitted in City fee-owned open spaces.

5. Sediment and runoff shall be controlled during construction by limiting grading activities and by vegetation of construction slopes. In addition, detention or desilting basins should be located downstream of construction activities to serve as back-up control.

6. New development should assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area.

7. All graded slopes shall be stabilized prior to the rainy season by means of vegetation or other suitable means. The use of vegetation as a means to control site erosion shall be accomplished pursuant to plans and specifications prepared by a licensed landscape architect. Erosion control by vegetation may include, but it is not limited to, seeding, mulching, fertilization and irrigation with an appropriate lead time to November 15, as necessary to provide adequate landscape coverage.

8. With new developments, provisions shall be made for maintenance and repair of required runoff and erosion control facilities as well as for the maintenance and repair of any irrigation systems.

POLICIES

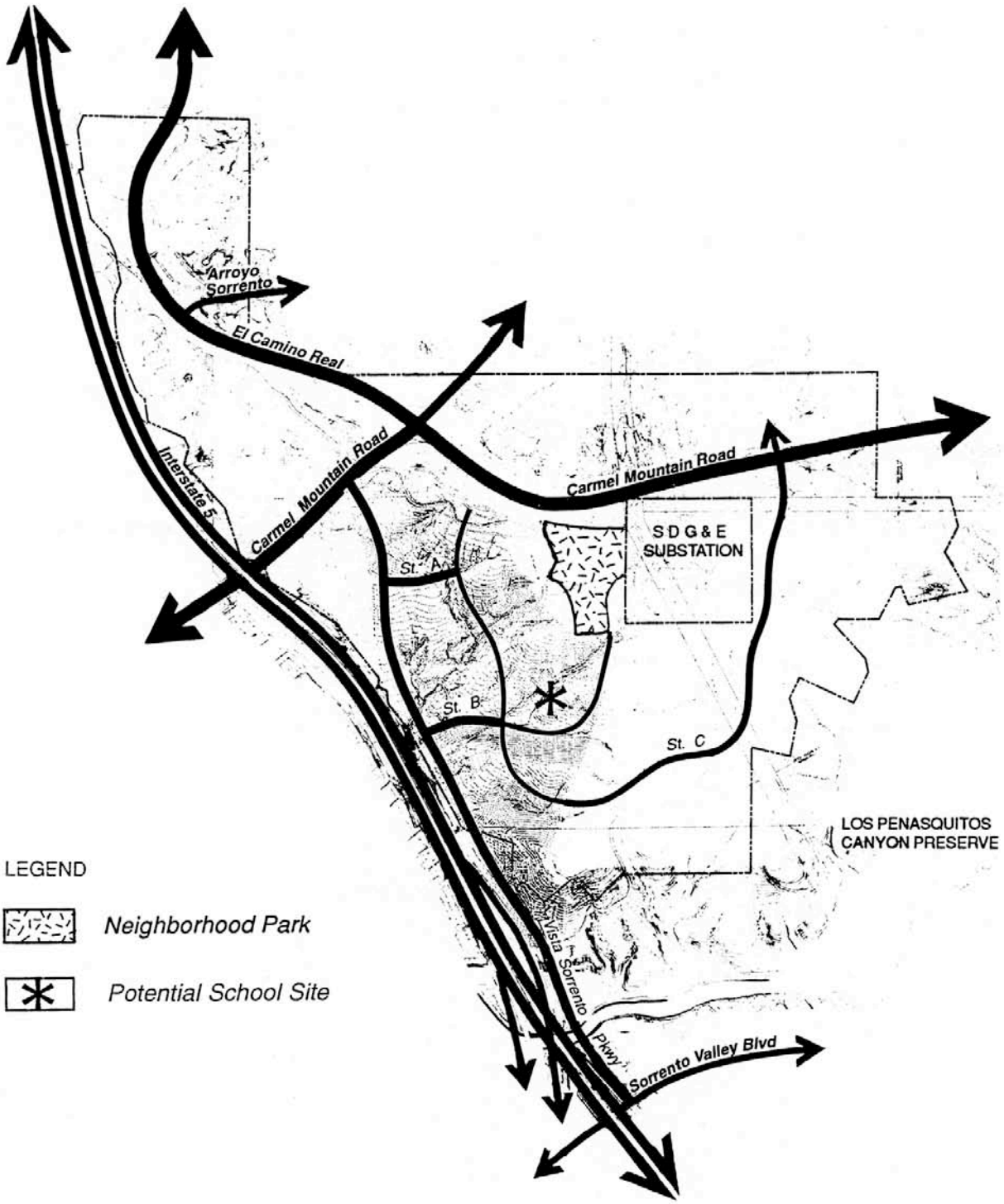
1. When appropriate, include restoration and enhancement measures as conditions of approval for all development proposed adjacent to open space areas.

2. Actual development proposals should ensure dedication of open space areas through the Tentative Map and Planned Development Permit process.

3. Provide a system of pathways and trails, comprised primarily of paved sidewalks, throughout Torrey Hills to access open space areas. Ensure development of this system through the permit process.

OPEN SPACE AND RESOURCE ELEMENT ACTION PLAN

Implementing Action	Timing: Adopt With Plan	Timing: Within 5 Years	Timing: Within 20 Years	Responsibility	Funding	See for More Details
Preserve, protect, enhance and restore open space areas identified for the community.	●	●	●	Private developer/ City	Private	Page 77
Provide a pedestrian access and trail system which links open space areas.	●	●	●	Private developer	Private	Pages 82-84
Limit access into Los Peñasquitos Canyon Preserve through identified access points and trails which connect with the trail system planned for the preserve.	●	●	●	Private developer/ Public	Private	Pages 82-83
Prohibit grading and development of sandstone bluffs and wetland areas.	●	●	●	City	N/A	Pages 81-83
Provide comprehensive landscape plan for rapid stabilization of graded slopes adjacent to open space areas.	●	●	●	Private developer	Private	Pages 83-84
Install erosion control measures to avoid an increase in runoff and sediment into open space resources.	●	●	●	Private developer	Private	Pages 82, 84
Provide buffers around sensitive biological resources.	●	●	●	Private developer	Private	Page 83



Torrey Hills Community Facilities Map **17**

Torrey Hills Community Plan FIGURE

COMMUNITY FACILITIES

GOALS

1. Provide the necessary infrastructure and services suitable to the needs of the land uses planned for Torrey Hills.
2. Maximize accessibility to community facilities for all members of the community.
3. Ensure that community facilities are designed to minimize adverse impacts to environmentally sensitive resources.
4. Update the Torrey Hills Public Facilities Financing Plan on an annual basis.
5. Develop park facilities designed and sized to serve active and passive park requirements for residents in Torrey Hills. It is anticipated that the size of the park will be about 14 acres. Actual park development should be population based, applying population parameters acceptable to the City Parks and Recreation Department and based on anticipated buildout of the community. A portion of the Community Sports Park may include a public recreation building facility operated by the City or youth club organization (such as YMCA or Boys/Girls Club).
6. Include areas of public open space which provide for active sports play (such as soccer and softball) in proximity to residential uses and industrial parks.
7. Development areas within the medium-low density residential land use designations shall include private recreation areas to serve residents of the development area. Combining smaller recreation areas which may occur in adjoining residential projects into one larger amenity serving both adjacent projects is encouraged.

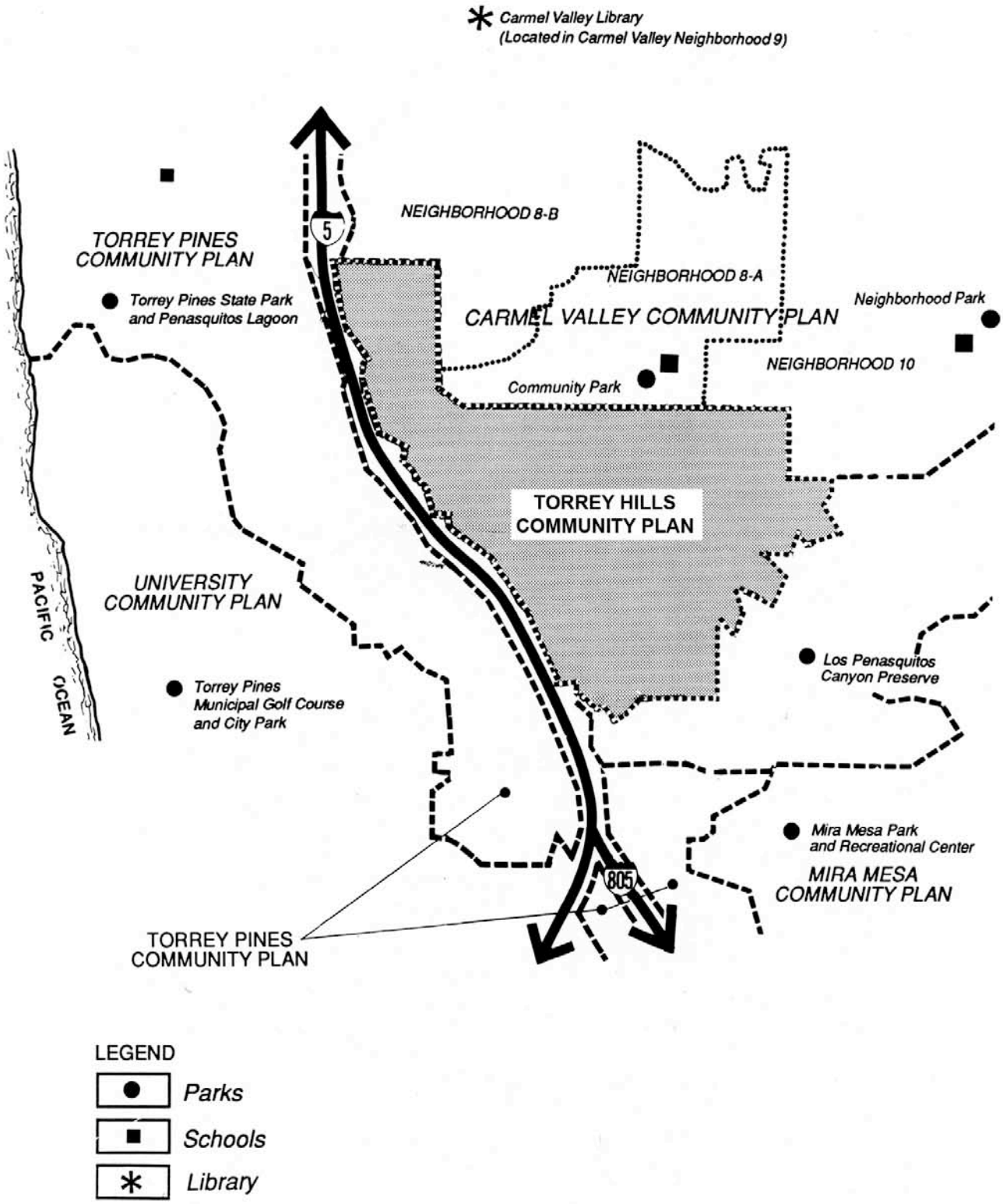
BACKGROUND

Community facilities and services are life support systems; they can be defined as all the opportunities, services and programs that people use in the everyday pursuit of their lives. They include park and recreation facilities, schools, libraries, water and sewer services, and police and fire protection. Community facilities applicable to the Torrey Hills community are shown on **Figure 17**, **Torrey Hills Community Facilities Map**.

SPECIFIC PROPOSALS

Parks and Recreational Opportunities

Several off-site parks will be accessible to the residents of the Torrey Hills community. As shown on **Figure 18**, **Surrounding Community Facilities Map**, Torrey Hills is located close to three major regional park systems. The first is the approximately 1,800-acre Los Peñasquitos Canyon Regional Park Preserve immediately to the south. The second is the Torrey Pines



Surrounding Communities Facilities Map **18**

Torrey Hills Community Plan FIGURE

Municipal Golf Course and City Park encompassing over 500 acres that lie across I-5 to the west. The third is the Torrey Pines State Park and Peñasquitos Lagoon that includes over 1,000 acres of active recreation, passive recreation and ecological preserve. In addition, there is a 20-acre community park and two neighborhood/school parks proposed for development in Carmel Valley, directly adjacent to the Torrey Hills community.

In addition to these regional facilities, park facilities are planned within Torrey Hills to serve residents and workers in the community. The Torrey Hills Community Sports Park is located in the central portion of the community west of the SDG&E substation. Planned as an approximate 14-acre facility, it will provide for active play areas to accommodate little league and soccer and courts for tennis and basketball. Passive play areas in the form of turf areas and tot lots/play gyms will also contain picnic tables and benches. (Actual park development should be population based, applying population parameters acceptable to the City Parks and Recreation Department and based on anticipated buildout of the community.) The Community Sports Park also provides for the incorporation of a recreational building. This facility should provide opportunities of recreational activities and may include space for public meetings and groups, rooms for aerobic exercise and indoor sports, and indoor gym space. Enhanced with an internal pedestrian sidewalk/trail connecting to the community trail system, the Community Sports Park will serve a wide range of recreation needs for the community.

Development of multifamily residential areas in the south central portion of the community will include active private recreational opportunities. Also, passive park uses planned for the community will complement the natural features of the adjacent Los Peñasquitos Canyon Preserve by trail linkages from within the community to the canyon rim (see **Figure 13**).

Schools

Public schools within the project vicinity are administered by the Del Mar Union Elementary School District and the San Dieguito Union High School District. Several new schools planned within the two school districts are located in Carmel Valley, adjacent to Torrey Hills. The proposed school facilities located within a three-mile distance of the residential development in Torrey Hills include three elementary schools, one junior high school and one high school. Please see **Figure 18** for the location of nearby schools.

Additionally, an optional school site is provided in the Torrey Hills community. This optional designation has been placed on ten acres located in the southern portion of the Torrey Vista neighborhood, bounded by “C” Street on the west and “B” street to the south. If the school district chooses to construct an elementary school at this location, elementary school-age residents of the community could attend this school. The optional Torrey Hills elementary school site is conveniently located to serve surrounding residential neighborhoods and is sized to allow for joint-use of park land which will provide for additional active play areas and passive recreational opportunities in the community. The amount of middle/junior and high school children generated by the residential development in Torrey Hills does not warrant the construction of additional middle/junior or high school facilities within the community itself. Middle/junior and high school age children will attend schools in adjacent communities.

Libraries

The Torrey Hills community will be served by the recently completed public library located in the Carmel Valley community at the corner of Townsgate Drive and Kelford Drive.

Fire Protection

The San Diego Fire Department provides fire protection to the project vicinity, and service costs will be provided on a “fair-share” basis as established in the Torrey Hills Public Facilities Financing Plan, adopted September 22, 1986 and the revised Plan adopted April 11, 1990. Fire Station No. 41 is located in Sorrento Valley at the intersection of Scranton Road and Carroll Canyon Road. Station 24, located at the intersection of Del Mar Heights Road and Carmel Country Road is the closest fire station to the northern portion of the community and will also provide fire protection to the community.

Police Protection

Police protection in the project area is provided by the City of San Diego. The area is presently served by the Northern Division of the San Diego Police Department located at 4275 Eastgate Mall in University City. Although the site has not yet been selected, a new station is planned for construction in the Carmel Valley community north of the Torrey Hills community.

Water and Sewer

Water improvements necessary to serve development in Torrey Hills are located within and adjacent to the community. Facilities have been installed in Carmel Mountain Road between Sorrento Valley Road and El Camino Real, and in El Camino Real from Carmel Mountain Road to Carmel Valley Road. These improvements consist of a 30-inch waterline (The Green Valley Waterline), and two 16-inch waterlines. The Sorrento Valley area south of Torrey Hills receives potable water via the 30-inch Green Valley Waterline, the 24-inch Soledad Valley Pipeline, and through a 12-inch and 16-inch waterline in Sorrento Valley Road. Carmel Valley Neighborhoods to the north receive potable water from the Miramar Rancho Bernardo and Del Mar waterlines, and the recently completed 30-inch Green Valley Waterline. Connections to these systems will be constructed within public and private streets in accordance with project approvals as development occurs in the community.

Utilities

Gas and electric power is provided to the project area by the San Diego Gas and Electric Company (SDG&E). Distribution lines for gas and electricity serving the Torrey Hills community will be extended from existing facilities located in Carmel Mountain Road and El Camino Real. All distribution lines will be sited underground, where feasible, to prevent visual impact to the community.

An SDG&E electricity substation and associated transmission easements are located within Torrey Hills. Design guidelines for these facilities are proposed in Section 5, **Community Design Element.**

Solid Waste Disposal

The City of San Diego is responsible for solid waste disposal in the development area. Solid waste is collected and transported to the Miramar Landfill, which has sufficient capacity to serve the area.

There is an existing 18-inch Torrey Hills Trunk Sewer in Carmel Mountain Road from Torrey Hills Boulevard to El Camino Real and in El Camino Real from Carmel Mountain Road to Carmel Valley Road which will serve development in Torrey Hills. The Torrey Hills Trunk Sewer outlets into the Carmel Valley Trunk Sewer and the 33-inch trunk sewer line located west of I-5 in Sorrento Valley. These sewage flows are pumped by lift stations 64 & 65 and eventually flow into the Point Loma Treatment Facility. Pump Station 65 is currently in the process of being upgraded and relocated with completion scheduled for the near future. On-site sewer improvements will be constructed within public and private streets right-of-way to connect with existing facilities in accordance with project approvals as development occurs in the community.

POLICIES

1. Provide an adequate level of community services that will be phased in concert with development.

2. Ensure that adequate utility services and infrastructure are expanded and phased in accordance with community development.

3. Encourage the use of design features that support the concept of fire protection within the community. These features should include the use of fire-resistant building materials and plant materials to reduce fire hazards, particularly in areas adjacent to natural open space. Install interior sprinkler systems and exterior irrigations systems to help control fires and minimize damage should one occur.

4. Design streets to accommodate fire equipment and emergency access, as well as provide an adequate number of fire hydrants.

5. Encourage crime prevention within the community plan area by using neighborhood watch groups, providing adequate lighting along streets and in parking lots (no less than two-foot candle power), locating parking near destinations, and limiting the heights of fences and vegetation to allow visibility. It should be emphasized that the Neighborhood Watch Program is not a service of the San Diego Police Department and must be initiated by a citizen group.

6. Ensure that adequate educational facilities are available and sufficient to meet the needs and demands of new development. If necessary to fully mitigate impacts on school districts, and subject to applicable laws, specific financing plans and/or special districts may be established to provide adequate funding for school facilities. Special community facility districts may include, but are not limited to, the Mello-Roos Community Facility Act of 1982.

7. Ensure that active and passive recreational needs are met through the provision of a community park, private recreational facilities and internal trail system.

8. Minimize potential impacts to Peñasquitos Lagoon by providing drainage facilities to control runoff, erosion and sedimentation.

9. Encourage the design of utility facilities which are aesthetically and environmentally sensitive. This includes, to the degree financially feasible, locating utility lines of 69 KV and below, underground, and screening large, concrete-lined drainage channels and the SDG&E substation facilities.

10. Establish special districts, homeowners associations, or other mechanisms to provide the means for maintenance and repair of required irrigation systems. To accomplish this, required runoff control facilities will be located in public right-of-ways or easements and will be maintained by the City of San Diego.

11. Update the Torrey Hills Public Facilities Financing Plan on an annual basis.

12. The land uses should be as compatible as possible with existing utility uses that occupy the site.

13. Do not locate noise sensitive uses within the noise impact zone of the SDG&E substation or the transmission right-of-ways.

14. Uses adjacent to and within utility right-of-ways should not hamper the reliability of these services nor the ability to gain access and maintain them.

15. The planning and grading concepts should not adversely affect the functions of the SDG&E easements or the ability to maintain them.

16. Avoid unnecessary and expensive relocations of facilities.

17. Views should be oriented so that the existing right-of-ways will not be a negative visual impact.

18. Local heliports (if any are proposed at the project level) should be located so that the existing utility facilities will not have a negative impact on aerial navigation.

COMMUNITY FACILITIES ELEMENT ACTION PLAN

Implementing Action	Timing: Adopt With Plan	Timing: Within 5 Years	Timing: Within 20 Years	Responsibility	Funding	See for More Details
Provide necessary infrastructure to serve the community.	●	●	●	Private developer/ City	Private/FBA	Page 87
Provide a health club within the Community Sports Park area.	●	●	●	Private developer	Private	Page 89
Provide a community sports park to include active park uses.	●	●	●	Private developer	Private	Page 89
Provide private recreation centers in areas within Torrey Hills to serve residents.	●	●	●	Private developer	Private	Pages 87, 91
Extend water and sewer lines into community.	●	●	●	Private developer	Private	Page 90
Develop crime prevention programs for the community.	●	●	●	Private developer/ Community	Private/ Community	Page 91
Underground utilities whenever possible.	●	●	●	Private developer	Private	Pages 90, 92
Establish maintenance responsibilities for the community.	●	●	●	Private/City	Private/ Special District	Page 91
Update the Public Facilities Financing Plan for the community on an annual basis.	●	Annually		Private developer/ City	Private/FBA	Pages 87, 91
Encourage day care facilities through application of an approved CUP, in adjacent residential areas to serve school administrators and families in the community.	●	●	●	Private/applicant	Private applicant	Pages 87, 89

5 Community Design Element

- Grading Concept
- Building Placement
- Landscape Concept
- Community/Planning Area Entries

COMMUNITY DESIGN ELEMENT

These Community Design Guidelines establish general design guidelines that apply to conditions that occur throughout the Torrey Hills community plan area (such as slopes), as well as to unique one-of-a-kind conditions (such as the bluff escarpments) that require special design considerations. The design guidelines for the entire community have been developed to take advantage of the site opportunities offered by the varying topography, ocean views, and Los Peñasquitos Canyon Preserve. At the same time, these guidelines also mitigate the impacts of the development to adjacent sensitive areas. Although reference is not specifically made throughout this section, the following guidelines have been considered and included as appropriate and necessary in the PRDs, PCDs and PIDs adopted to date within the community plan boundaries.

GRADING CONCEPT

GOALS

1. Project grading shall be designed to minimize impacts to the existing landform based on the City's Hillside Review (HR) Guidelines.

2. Substantial areas of the community lie within the City's HR overlay zone. The HR design guidelines shall direct development in those areas.

3. The prominence of development should be reduced through contour grading techniques and low-scale compatible architectural design.

4. Erosion and runoff impacts should be avoided through appropriate control measures.

5. Grading operations, slope erosion control and building construction should be phased to reduce long-term visibility and erosion susceptibility of manufactured slopes.

BACKGROUND

Because of its varying topography and on-site resources, surrounding open space and adjacent freeway systems, development within Torrey Hills can affect views from several vantage points. For this reason, grading plans must respond to specific project orientation. Slopes created adjacent to I-5 are essentially extensions of freeway slopes. Contour grading of these slopes will break up uniformity of typical freeway slopes. For manufactured slopes adjacent to Los Peñasquitos Canyon preserve, special grading techniques are essential in minimizing potential conflicts between development and the park experience. Within the community, grading could result in the creation of manufactured slopes visible to employees, residents and visitors. Minimizing slope heights, simulating natural landforms whenever possible and integrating internal open space will assist in creating a high quality living and working environment.

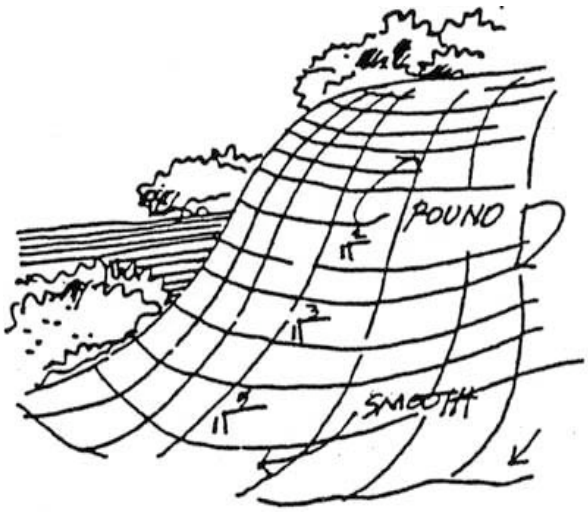
Grading can also result in erosion and sediment transport due to the removal of vegetative cover. Good drainage and erosion control techniques are essential in limiting erosion and minimizing runoff.

Provided in this section are specific recommendations and policies which should be implemented at the project level. Implementation of these criteria will minimize impacts associated with grading.

SPECIFIC PROPOSALS

Landform Grading

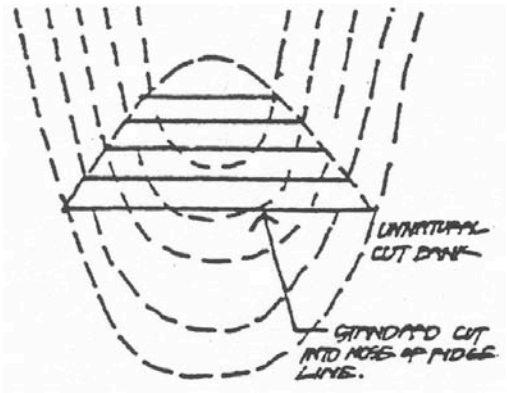
In order to create slopes which closely reflect the linearity of consistent slopes, graded landforms shall have variation in their slope ratios. Abrupt cuts and fills shall be avoided. Smooth, flowing contours of varied gradients from 1-1/2:1 to 5:1 will be required. Cut and fill slopes shall not exceed 1-1/2:1 for slopes under ten feet high and 2:1 for all other slopes. Slope banks shall be rounded at the top and toe.

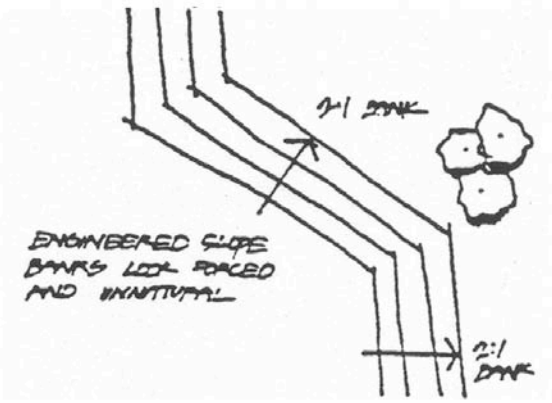


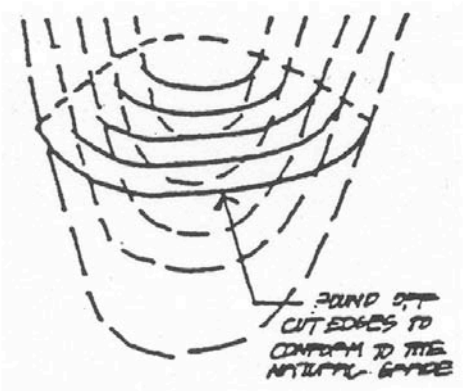
Variable slope gradients will be required. Large slopes adjacent to natural slopes which have native vegetation shall mimic a "natural" appearance.

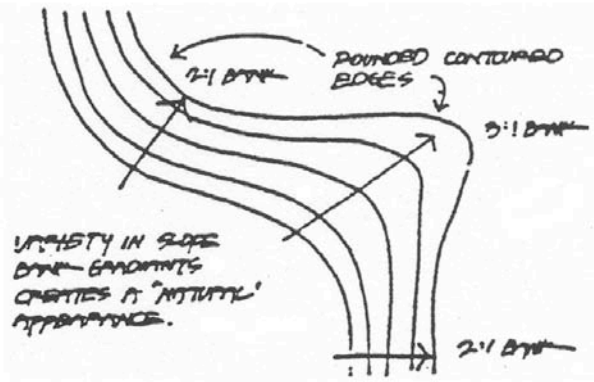
Continuous "engineered" slopes that have hard edges and no transition areas at the top or toe of the slope shall not be allowed.

Building sites shall be graded so that they appear to be part of the hillside, rather than competing with it.



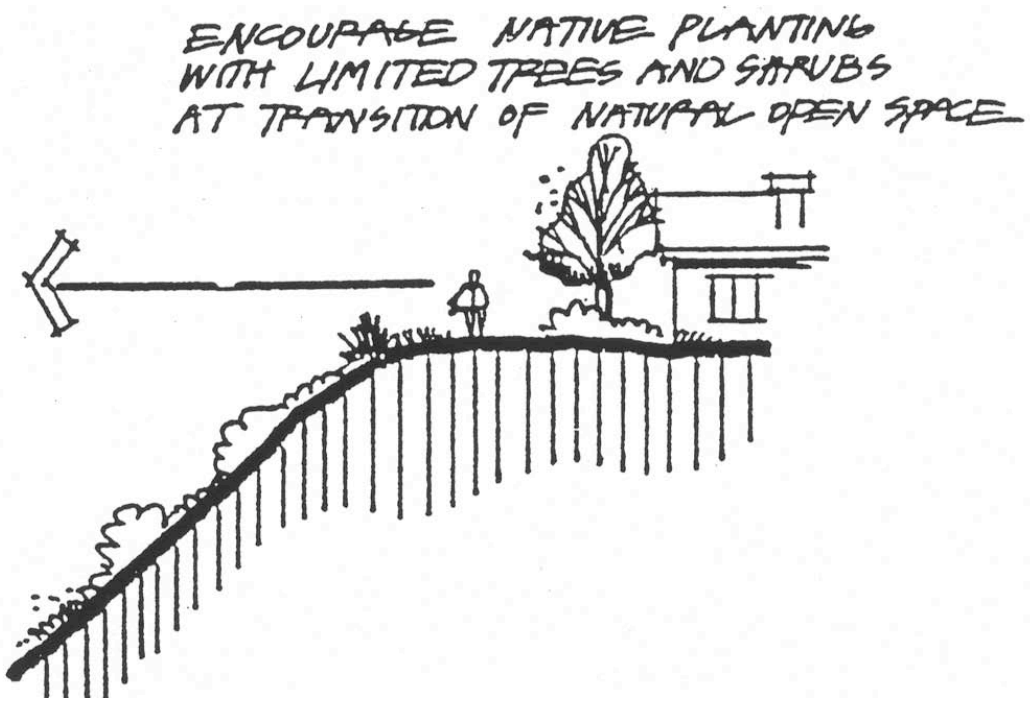






Buffers

Buffers are encouraged between less compatible land uses and to aid in the creation of public and private space definition. These buffers shall consist primarily of physical space and be enhanced by plant materials or occasional physical barriers such as walls or fences. Space only, with added planting shall be used to provide these buffers. Physical barriers shall only be used when space requirements are prohibitive or when security/safety reasons dictate their use.



Transition Areas

Transitional areas should be designed in a manner which promotes compatibility of land uses, such as residential and open space components, to visually blend and link with each other. The intent of land use transitions is to increase the visual perception of the project's hillside and canyon components by allowing them to interface and blend with individual project open space.

GRADING CONCEPT DESIGN GUIDELINES

1. The visual impact of all hillside development shall be minimized, with buildings, retaining walls and other improvements approximating to the natural landforms.

2. Hillside sites offer opportunities to create outdoor decks, roof gardens, terraces, lookouts for viewing, sculptured stairs and other special characteristics and this shall be emphasized. However, development of hillside areas shall be screened from views beyond the plan area through the use of landscaping, setbacks and berming.

3. When attempting to separate incompatible land uses, landforms consisting of slopes and berms shall be used if possible.

4. All landform separations shall be appropriately landscaped with a combination of trees, shrubs and ground covers.

5. Coordination of screening and buffering efforts between adjacent projects is required to maintain the visual and vegetative continuity of materials.

6. Physical barriers such as solid walls or fences shall not be allowed in transition areas unless needed for noise attenuation. Open fences which do not obscure views may be employed within transition areas.

7. Low retaining walls may be used within transition areas to accommodate grade changes. Walkways and planting areas shall use small retaining walls and other stepping techniques to minimize graded areas.

8. Landscape treatments along transition areas between the project and the Los Peñasquitos Canyon Preserve shall employ native plantings to match existing plantings.

9. If berms are used for screening, they shall be large enough to not have a "dumped wheelbarrow" appearance.

10. Plant materials placed on any ridges or edges shall reinforce its natural profile and character.

11. Temporary ditches, dikes, berms or sandbagging shall be used to protect critical areas exposed during grading and construction.

12. Sedimentation basins shall be installed and maintained during development to remove sediment from run-off water.

13. Provisions (catch basins, drain inlets, etc.) shall be made to effectively accommodate increased runoff caused by changed surface conditions (paving, etc.) during and after development. Designs shall implement features which encourage groundwater recharge. Detention basins shall be designed to be natural in appearance.

14. Permanent planting shall be installed on slopes for erosion control as soon as practical during development activity.

POLICIES

1. Slopes that are visible from surrounding communities shall be treated to imitate the natural topography. This can be accomplished through contour grading and is particularly appropriate in areas that are being revegetated with native plant species.

2. The top and toe of manufactured slopes should be rounded to make a natural transition to pad areas.

3. Recontoured slopes should be stabilized with appropriate plant materials to help reestablish the natural vegetative appearance.

4. Where soils and geologic conditions permit, utilize variable slope ratios to aid in achieving a more natural topography.

5. All grading operations shall be subject to strict erosion and siltation control measures that will protect the valuable lagoon environments downstream.

6. There should be close phasing of grading operations, slope erosion control measures and building construction to reduce the period when bare slopes are susceptible to erosion.

7. Individual projects shall be designed to preserve important natural topography, unique geologic formation and sensitive native vegetation to the fullest extent possible.

8. The height of cut and fill slopes should be minimized wherever possible, while varying the gradient of long horizontal slopes.

9. Permanent energy dissipaters and settlement/temporary catchment basins should be constructed, with the provision for regular, long-term maintenance.

10. A system of bladed ditches as flat gradients across larger, graded pad areas should be provided to allow on-site entrapment of silt during construction.

BUILDING PLACEMENT

GOALS

Encourage buildings which, when grouped, create distinct but cohesive land use areas and neighborhoods which provide visual interest and architectural intrigue and which encourage social interaction.

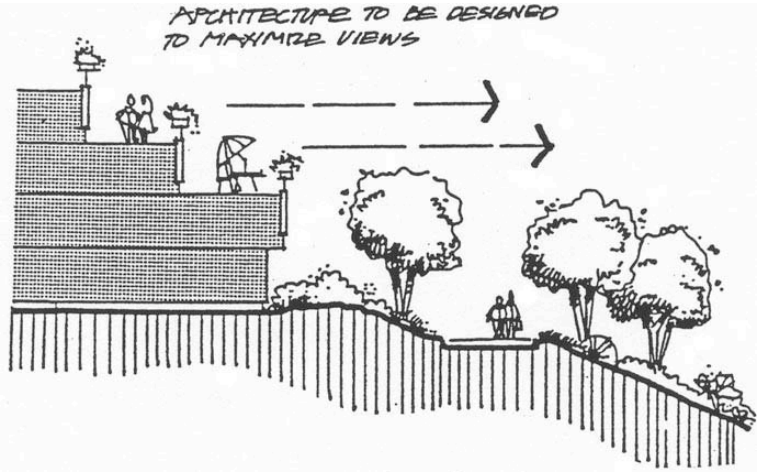
BACKGROUND

Building placement can affect internal and external views and can create external space within developments. Site planning and building design must integrate in a manner which relates to variations in the natural topography and which results in efficient site utilization and circulation. The proper integration of site planning and building design will minimize visibility of structures while maximizing view potential for residents and users.

SPECIFIC PROPOSALS

Building Orientation Views

Individual buildings can be arranged to provide views, contain space, suggest orientation or address grade changes. When placing a building on a site, designers should look for opportunities for buildings to work with each other, creating larger functional spaces. Buildings should not be treated as standalone objects.



Orientation to Streets or Open Space

Buildings should address the street wall frontally to reinforce the concept of the street. This concept is only appropriate in areas that are topographically flat. In steeper areas, the landform should be the dominant determining factor in siting the building.

The height, scale and design of structures shall be compatible with the character of the surrounding natural environment. Structures shall be designed to follow the natural contours of the landscape, and shall be sited so as not to intrude into the skyline as seen from public viewing spaces. Mesa top structures shall be set back from the mesa edge sufficiently far to ensure that the structure is not prominent from Los Peñasquitos Canyon Preserve. Detailed orientation and view analysis to and from the site shall be conducted prior to individual project approval.

Exterior Space Creation

The spaces between buildings should provide enclosure and orientation. It is the intent of these guidelines to create exterior "places." Buildings shall be thought of as clusters that come together to form groups that have relationships with each other.

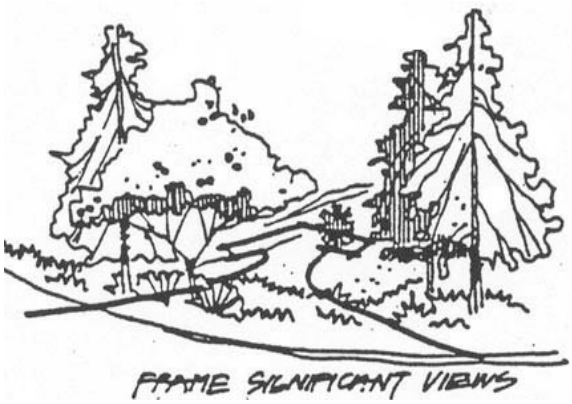
Hillside Conditions

Architecture shall work with the topography in a sensitive manner. This will allow for the buildings and the landscape to integrate and minimize grading.

BUILDING PLACEMENT DESIGN GUIDELINES

1. Breaks in building clusters should be created along open space to avoid linear walls of development.

2. Buildings shall be arranged to create positive outdoor space. The characteristics of positive space are containment and easily perceivable boundaries. View corridors beyond the space help tie it into a larger network of open space.



3. To avoid a straight, layered look to the hillside, side-to-side grade changes shall be utilized. This may be accomplished by stepping buildings at breaks between individual units or other logical places or breaking larger buildings into smaller components.

4. From public viewing areas, such as Los Peñasquitos Canyon, breaks in the roof form or long sloping roofs running roughly parallel to the hillside are encouraged to avoid disruptive visual effects from public viewsheds and to create an illusion of buildings stepping with sloping topography. Roof forms which slope or step opposite the hillside slope are discouraged.

POLICIES

1. Articulate building forms through the use of architectural projections, porches, balconies, exterior stairways, etc.

2. Integrate private outdoor uses into developments such as patios and balconies for residential areas and employee eating/seating areas for industrial/office park projects.

3. Create active public spaces that provide recreational opportunities for both employees and residents of the community.

4. Design roof forms that complement the site design and natural features.

LANDSCAPE CONCEPT

GOALS

1. Develop a landscape design concept which reinforces the community's landform grading concepts.

2. Implement landscape guidelines which adopt an approach to landscape planting which allows the site to blend with natural open hillside and canyon vegetation within and surrounding the site.

3. Establish a landscape planting palette which employs drought tolerant, native and naturalized plant materials which are compatible with existing native vegetation, particularly the use of Torrey Pines.

4. Encourage the planting of landscape materials in natural, random freeform groupings in the same manner as existing native plant materials on and around the site.

5. Limit the use of turf to active use areas to avoid visual conflicts with natural open space hillsides and canyons and reduce the total demand for landscape irrigation.

6. Create a pleasant, safe and protected environment that is both functional and aesthetically pleasing.

BACKGROUND

Landscaping assists in achieving the goals of the **Community Design Element** and are also closely related to other components such as open space and resource management. The landscape concept for Torrey Hills is to reflect the climax vegetation associated with the immediate region and/or plant species which are complementary and compatible with these climax species. Other acceptable designs should provide for and encourage successional growth which will result ultimately in the attainment of climax species.

SPECIFIC PROPOSALS

Streetscapes

The streetscape is a living thread that holds together and unites the design fabric of the community. Because of this important role, streetscapes must be able to draw upon the influences of the natural open spaces within the project and be able to effectively transfer these natural influences throughout the project. Streetscapes will borrow from the site's natural elements to become linear zones which set the character for the community at large. Since a majority of the views of the project's natural and improved open spaces are from the circulation corridors, the streetscapes along these corridors will establish a visual character and design theme for the entire project.

Slope Treatment

The proper planting of manufactured slopes can create visual separation, screening and buffer of adjacent land uses. Plant materials for slope planting shall consider the context in which the slopes occur. Slopes which occur in "refined" areas such as streetscapes or between developed lots, shall be planted with refined plant materials. Slopes which occur adjacent to areas of existing undisturbed native vegetation shall be planted with plant species which are compatible with the native vegetation. Where slope plantings occur adjacent to native vegetation, consideration of appropriate fuel modification practices and the use of low fuel volume introduced plant materials shall be considered.

Brush Management

A Brush Management Program will be required in conjunction with specific development proposals. The purpose of a brush management program is to reduce the risks of wildfires while minimizing visual, biological and erosion impacts to existing slope areas. The program must be instituted in conformance with Section 6 of the City of San Diego Landscape Technical Manual and "Appendix II.A" of the Uniform Fire Code.

Parking Areas/Structures

Well-designed parking area planting can help to provide visual relief from paving and parked cars. Maintaining a reasonable area between parking areas and property lot lines or public streets can help to provide areas for landscape screening which reduces the visual impact of parking areas. The incorporation of landscaped islands in parking lots can provide for the creation of an overhead tree canopy that can help to screen parked cars and reduce the reflect glare from large paved parking areas.

LANDSCAPE CONCEPT DESIGN GUIDELINES

Landscape plans shall be required for all developments within Torrey Hills. The design of these plans must comply with the City's Landscape Technical Manual. Provided below are specific guidelines which must be considered in preparing landscape plans.

1. Lawn may be used, but shall be limited to small areas for accent only, except in play fields.

2. Accent trees shall be used at locations that require special attention, such as entrances.

3. Decorative/enhanced paving should be used at major intersections, monuments and points of interest. Selection of decorative/enhanced paving should be similar to and reflect decorative paving used elsewhere in the community to create cohesiveness in design.

4. Slopes adjacent to native areas will be hydroseeded and planted with native plant materials compatible with existing vegetation.

5. All areas adjacent to the street which are planned as native hillsides and to be left undisturbed shall remain in a natural state.

6. Minor encroachments such as trails, trail staging areas and trail signage may be placed within natural open space.

7. Plant material located in the streetscape shall be consistent, simple and limited in variety.

8. Additional site amenities such as lighting and street furnishings shall be used where appropriate.

9. Entry monuments and project identification signs shall be located within this streetscape zone outside of the public right-of-way. Care must be given to integrate signage into the landscape environment of the streetscape.

10. Parking areas shall not usually encroach into the streetscape areas.

11. Where parking areas face a public street, they shall be screened from view using grade separations or dense shrub and tree planting.

12. Planting within parking areas shall be clustered in random, freeform arrangements, rather than distributed evenly in formal patterns. The freeform patterns will blend more effectively with the planting themes in the parkways.

13. Vines on trellis structures, columnar trees and shrubs, and insets for shadow relief should be used to soften the automobile and parking areas.

14. Specimen plant materials should be located at project entries and to highlight key architectural features. Highly visible community oriented slopes should receive container plant material, in addition to groundcover and hydroseed.

POLICIES

1. All landscaping shall be consistent with the citywide landscape ordinance and Landscape Technical Manual unless specifically refined and enhanced through the planned development process.

2. Plant material used in revegetation and landscaping should reflect native vegetation in color and texture to provide continuity between natural and developed areas.

3. Planting shall be designed in a manner which effectively enhances existing views or provides new view corridor opportunities into the open space corridor, major landforms or other visual amenities within the project.

4. Plant materials shall effectively screen parking areas, utility enclosures, utility cabinets, service areas, or service corridors to reduce negative visual impacts when viewed from major streets.

COMMUNITY/PLANNING AREA ENTRIES

GOALS

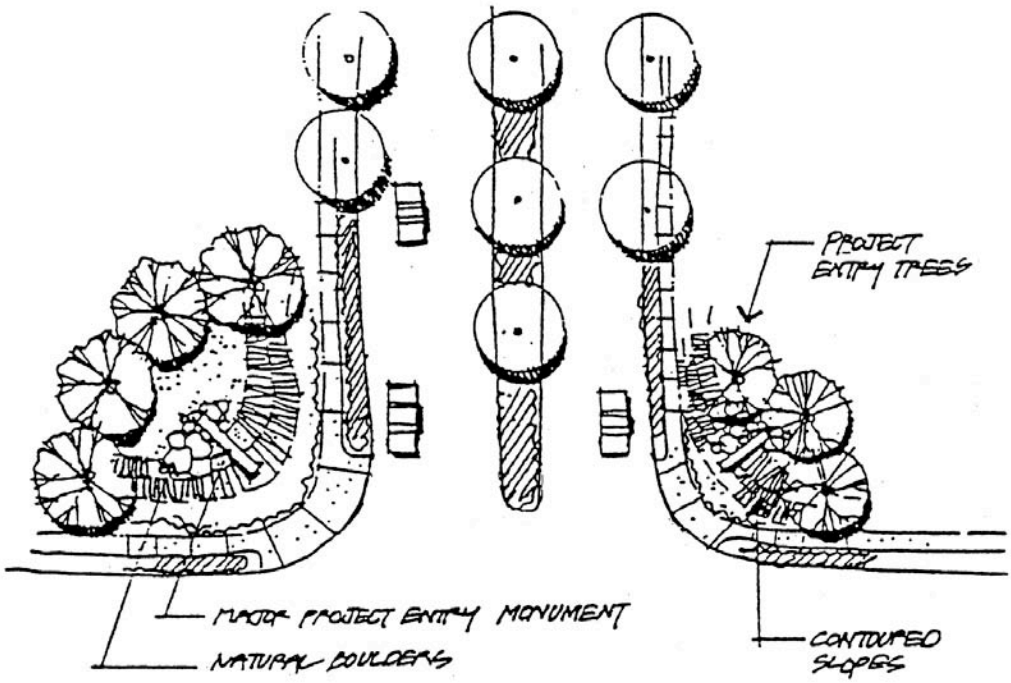
A hierarchy of community and project entries should be developed for the community. The prominence and scale of the entries will vary with their location on the site and the land use components they identify. Uniform project logos will be permitted to create identifiable neighborhoods within Torrey Hills.

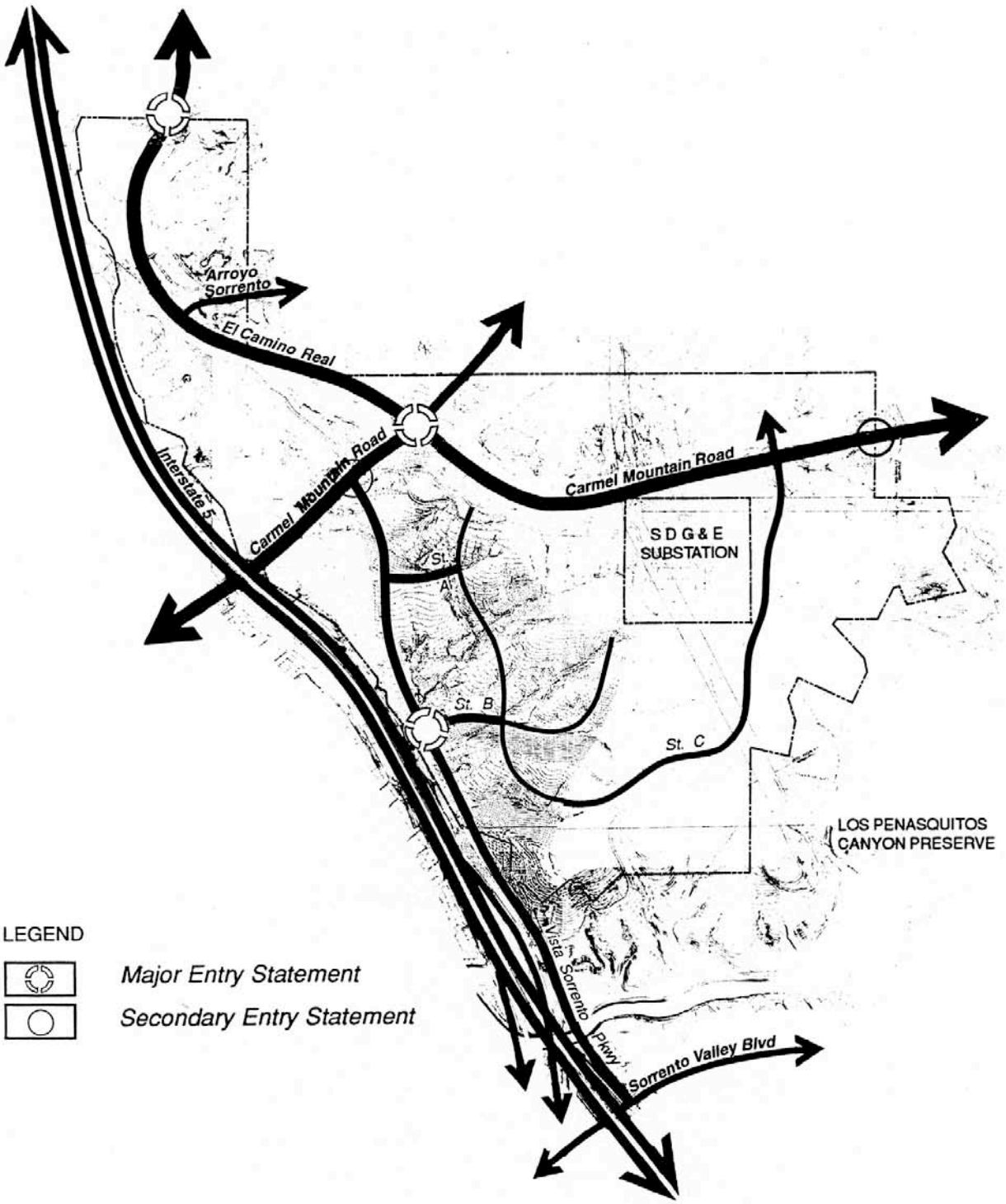
BACKGROUND

Community/planning area entries are located throughout the community, as shown on **Figure 19**. These will occur as major community entries, secondary community entries and project entries as described below.

Major Community Entries

Major community entries will occur at major intersections or "gateway nodes" into the community. These entries set the initial impression of the community for visitors and residents. These intersections will create special opportunities for community identification using a combination of on-grade freestanding or retaining monument walls, planting and lighting. The use of contoured mounding will reflect the natural, freeform qualities of the community's landform. Mounding at entries is encouraged to promote their integration into the project's landform such that the entries appear to emerge from rather than be imposed on the landscape. Placement of any special pavement within the public right-of-way shall conform to the City's Street Design Manual.





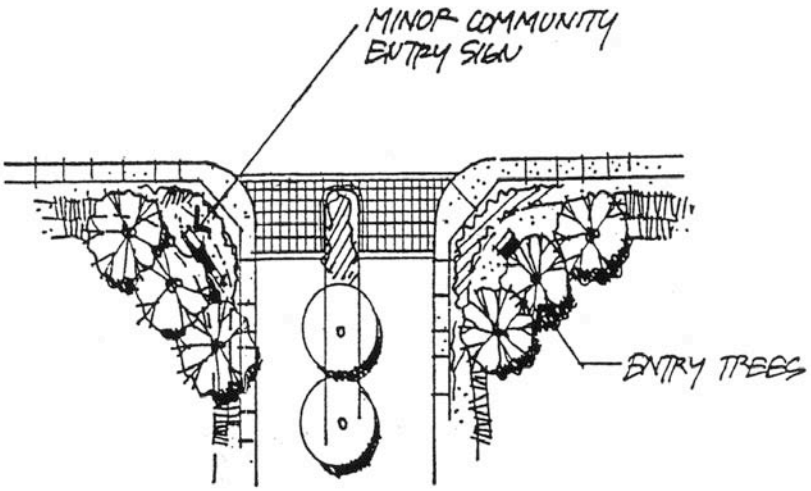
Community Entries

Torrey Hills Community Plan

19 FIGURE

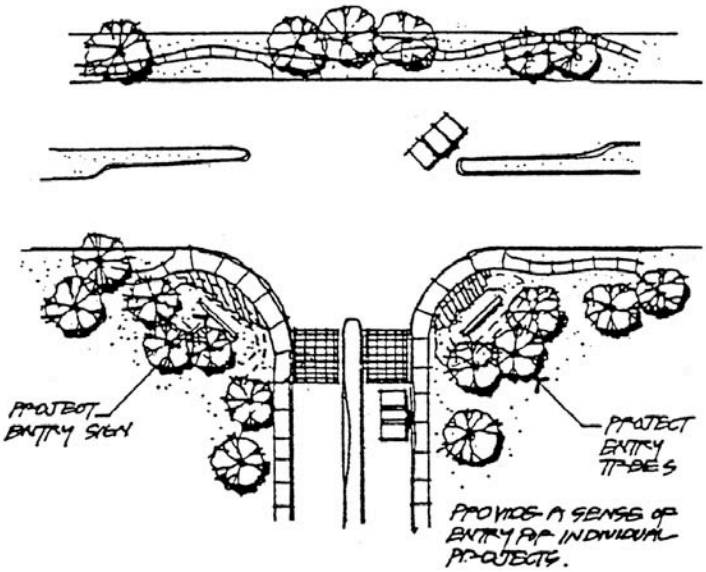
Secondary Community Entries

Secondary entries are planned at less significant intersections within the community. These secondary access points will emphasize the transition from the community's circulation system to a project's internal circulation system. Though these entries would be somewhat reduced in scale, the components should be similar to major Community Entries. Contoured mounding also is encouraged at secondary entries. Placement of any special paving within the public right-of-way shall conform to the City's Street Design Manual.



Project Entries

These entries will define individual commercial, industrial or residential projects. Their size and scale will be of less prominence than community or secondary project entries. They will typically occur at minor street or driveway entries into individual projects. Because minor entries will need to respond to a variety of land use types (i.e., commercial, residential, industrial) their design components and materials will vary to a greater extent than those of the major and secondary entries. Placement of any special paving within the public right-of-way shall conform to the City's Street Design Manual.



SPECIFIC PROPOSALS

Figure 19, **Community Entries**, identifies the locations for entry statements at the community level. Project entries should be developed as individual land use areas and projects are proposed.

Major Community Entries

Major community entries are planned for El Camino Real as it enters the community from the north, at two locations along Carmel Mountain Road (at its intersection with Vista Sorrento Parkway and at its intersection with El Camino Real), and at the eastern end of Carmel Mountain Road.

Secondary Community Entries

Secondary entries are planned at various locations throughout the community (see **Figure 19**) Secondary entries are to occur at the intersection of Carmel Mountain Road and Sorrento Hills Boulevard and at the Vista Sorrento Parkway entries to the community activity node planned in the western portion of the community.

Project Entries

- Industrial/Business Park Entries. Industrial entry statements would denote a transition from major or secondary project circulation streets into minor project circulation streets, which serve a cluster or grouping of industrial lots or an individual industrial project on a large single lot. These entries should strive to strike a balance between the use of natural and construction materials. Though freestanding monument walls can be employed at industrial/business park entries, the integration of retaining monument walls in conjunction with contoured mounding is preferred.

- Commercial Entries. Commercial entries, like industrial entries, should exhibit a balance between natural and artificial materials. Contoured mounding with retaining monument walls is preferred. A more formal planting treatment, incorporating flowering accent trees and decorative accent lighting, would provide visual interest for commercial entry locations.

- Residential Entries. The residential entry statements should exhibit a more natural and somewhat less refined appearance than other project entry statements. The materials used shall reflect the character of the individual project's architecture. To emphasize the less urban setting of the residential areas, the use of contoured mounding and retaining monument signage will be essential. Unlike the formal landscape planting approaches that may be employed at other project entries, a more naturalized and random approach to planting is encouraged at residential entries. This will allow the residential entries to blend with the natural open space and green belt linkages.

COMMUNITY/PLANNING ENTRIES DESIGN GUIDELINES

1. Community and project entries shall be low-scale, non-intrusive features of the landscape.

2. Contour mounding will be used to blend entries into the landform.

3. Logos shall be compatible and reflect a uniform design throughout the community. This will provide identity and cohesiveness to individual land uses and neighborhoods within Torrey Hills.

4. Planting for entries shall be compatible with the landscape theme established within the project streetscapes.

5. Plant materials chosen for entries shall have qualities which allow them to visually blend with native plant materials. The emphasis of landscaping shall be to recreate a native plant palette indicative of natural landscape.

POLICIES

1. Formal plantings are encouraged at project entries to provide a sense of formal arrival.

2. The use of medians is encouraged at project entries. The medians will provide an opportunity to separate incoming and outgoing traffic and allow the introduction of plant materials which could reinforce the theme of the project.

6 Coastal Zone Policies

- Residential Land Uses
- Commercial Land Uses
- Transportation
- Open Space and Resources Management
- Community Design

COASTAL ZONE POLICIES

As stated in Chapter 3 - **Planning Context**, the northern portion of the community adjacent to Carmel Valley, as well as a small portion along the southern boundary adjacent to Los Peñasquitos Canyon Preserve, is within the Coastal Zone (see **Figure 3**, **Coastal Zone Boundaries**). In addition to the goals contained in Chapter 4 of this Plan - **Community Land Use Elements**, these portions of the Torrey Hills community shall be subject to the specific coastal zone policies below.

Generally, coastal zone areas within Torrey Hills include the Torrey Reserve and Arroyo Sorrento/El Camino Real portions of the **Commercial Land Use Element**, the northern part (Torrey View) and the southern fringe (Torrey Hills) of the low-density portions of the **Residential Land Use Element**. These specific Coastal Zone Policies for the Torrey Hills community plan area supersede all previously certified policy language relative to Torrey Hills in the North City Local Coastal Program Land Use Plan revisions approved by the California Coastal Commission, January 13, 1988.

Relevant coastal policies for Torrey Hills contained in this chapter are presented in the following format which corresponds to the format of the community plan:

- Residential Land Use
- Commercial Land Use
- Transportation
- Open Space and Resource Management
- Community Design

No Industrial/Business Park land uses occur within the Coastal Zone, and therefore, policies expressed in this chapter do not apply to Industrial/Business Park land use areas in the community.

RESIDENTIAL LAND USES

The northern portion of Torrey View and the southern portion of the Torrey Hills residential land uses, are located within the Coastal Zone. The following policies shall apply to development in these areas.

POLICIES

1. Residential development along the northern portion of Torrey View within the Coastal Zone shall be very low-density (0-5 DU/AC). Residential development in the southeastern portion of Torrey Hills shall develop as Medium-Low (15-29 DU/AC) Residential Land Uses. Residential development in the southern portion of Torrey Hills within the Coastal Zone shall be low-density (5-15 DU/AC).

2. Development near the north slopes of Los Peñasquitos Canyon should maintain a low profile and be set back an adequate distance to allow buffer landscaping to minimize any visual adverse impact on views from the freeway and Peñasquitos Creek.

3. Where large-scale grading occurs, a sculptured technique should be used to blend fill and cut slopes with natural land contours. Any fill slopes adjacent to open space areas should be stabilized with appropriate native plant materials to help reestablish the natural biotic systems of flora and fauna.

4. Architectural design shall stress a blending of structures with the natural terrain. Architectural shapes, bulk, color, materials and landscaping must be carefully chosen to respond to the physical land constraints. Variety in structure design will increase the visual interest of a development.

COMMERCIAL LAND USES

Commercial land uses within the Coastal Zone occur in the northern portion of the community adjacent to Carmel VaIley. The following policies shall apply to the Torrey Reserve commercial area.

POLICIES

1. Of the approximately 94 acres of the Torrey Reserve commercial area, approximately 54 acres consisting of the bluffs at the very northern part of the community planning area and the steep slopes of the ridge immediately south of El Camino Real shall remain in open space. Of the approximately 35 acres permitted for development by the Local Coastal Program, approximately 25 acres shall be designated for commercial uses in the area immediately west of the bluffs (to include visitor-serving, financial, office, corporate headquarters, research and development and specialized commercial uses).

2. New development shall not obstruct public views of the scenic bluff escarpments.

TRANSPORTATION

Development of the Torrey Hills community includes construction of Vista Sorrento Parkway, which continues south beyond Torrey Hills, and El Camino Real which continues north of the Torrey Hills community. Portions of these circulation element roadways which are located within the Coastal Zone shall comply with the following policies.

POLICIES

1. Vista Sorrento Parkway, where it crosses Peñasquitos Creek, shall be constructed on a bridge. Wetland fill in Peñasquitos Creek shall be limited to the minimum necessary for required bridge pilings.

2. North of Peñasquitos Creek, Vista Sorrento Parkway shall be constructed on previously approved Caltrans fill to the maximum practical extent. Only extremely limited fill of wetland shall be permitted.

3. Any unavoidable permanent wetland fill associated with Vista Sorrento Parkway shall be mitigated at a ratio of 4:1 for alkali marsh/meadow impacts and 1:1 for freshwater marsh (i.e., cattails) impacts. Shading impacts to cattails shall be mitigated at a ratio of 1:1. Mitigation for freshwater marsh impacts shall be in kind and shall occur within the Los Peñasquitos Lagoon watershed. Mitigation for alkali marsh/meadow impacts shall be in kind and in the immediate area of the alkali marsh/meadow or, if no appropriate site can be found for creation of alkali marsh/ meadow, mitigation shall consist of newly created willow scrub habitat within the Los Peñasquitos Lagoon watershed.

   OR

   Any unavoidable permanent wetland fill associated with Vista Sorrento Parkway shall be mitigated at a ratio of 1:1. Mitigation for direct and shading impacts to freshwater marsh (i.e., cattails) shall be in kind and shall occur within the Los Peñasquitos Lagoon watershed. Mitigation for alkali marsh/meadow impacts shall be in kind and in the immediate area of the alkali marsh/meadow or, if no appropriate site can be found, mitigation shall consist of newly created willow scrub habitat within the Los Peñasquitos Lagoon watershed.

   AND

   The balance of the alkali marsh/meadow shall be designated open space and permanently protected from development through dedication of an open space easement, recordation of a deed restriction, or other appropriate mechanism.

4. El Camino Real shall be realigned and widened and its impacts shall be mitigated in accordance with the City-approved coastal development permit.

OPEN SPACE AND RESOURCE MANAGEMENT

Relevant coastal policies of the **Open Space** and **Resource Management Element** address on-site coastal resources, such as the sandstone bluffs located in the northern portion of the community, and adjacent and nearby coastal resources, such as Los Peñasquitos Creek and Lagoon and Carmel Creek. For development proposals which affect these resources, the following policies shall apply.

POLICIES

1. The bluff escarpments south of Carmel Creek and east of El Camino Real, the steep slopes below the bluff escarpments and all planned riparian woodlands within the Carmel Valley Restoration and Enhancement Project shall be designated as open space and environmentally sensitive habitat areas and shall be protected against any significant disruption. Additionally, the steep natural slope areas outside Brush Management Zone 3 located below the planned Torrey Hills development adjacent to Los Peñasquitos Canyon Preserve shall be designated open space and environmentally sensitive habitat areas and shall be protected against any significant disruption.

2. No fill or permanent structures shall be permitted within the boundaries of the Carmel Valley Restoration and Enhancement Project unless such development is first authorized by the California Coastal Commission.

3. No development, other than trails and fencing authorized in the approved coastal development permit, shall be constructed within the 50-foot buffer adjacent to the Carmel Valley Restoration and Enhancement Project, unless such development is first authorized by the California Coastal Commission.

4. Applicants for Coastal Development Permits for projects located in the watershed of Los Peñasquitos Lagoon shall, in addition to meeting all other requirements of this local Coastal program, 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 Peñasquitos watershed restoration and enhancement fee to the Los Peñasquitos Lagoon Fund, for restoration of the lagoon and watershed. Consistent with applicable Coastal Development Permit precedents, the requirement of Public Resources Code Section 30625(c), and the provisions of California Administrative Code, Title 14, Section 13511, the Los Peñasquitos Lagoon Watershed restoration and enhancement fee shall be computed on the basis of the site surface within the coastal zone affected by grading for urban development, agricultural, transportation and other public service facility improvements, but not including for habitat restoration or enhancement, at a rate of $0.005/square foot and at an additional rate for impervious surface(s) created by the development at a rate of $0.03/square foot. The applicant shall provide evidence satisfactory to the City that such payment has been made prior to issuance of the Coastal Development Permit. The City strongly recommends to the State Coastal Conservancy and the Los Peñasquitos Lagoon Foundation Board of Directors that the Foundation's applicable by-laws be amended to provide that applicants who pay into the fund be provided general membership status in the Los Peñasquitos Foundation.

5. To provide for the permanent maintenance and conservation of the stream channels and related habitat areas, a benefit assessment district or other financing mechanism which accomplishes the same result shall be created for that portion of the stream watershed lying within the Coastal Zone. Each applicant for a Coastal Development Permit in the stream watershed lying within the Coastal Zone shall, as a condition precedent to the issuance of such permit, agree in writing in a manner acceptable to the City Attorney to participate in the Benefit Assessment District or other financing mechanism that accomplishes the same result. In addition, the City should work cooperatively with other governmental agencies that have jurisdiction in the watershed lying inland of the Coastal Zone and with landowners to create a Benefit Assessment District or other financing mechanism for stream conservation and maintenance in that portion of the stream watershed lying inland of the Coastal Zone. Funds generated by the Benefit Assessment District(s) or other equivalent financial mechanisms may be utilized to construct and maintain erosion control measures in the stream watershed inside and outside the Coastal Zone.

COMMUNITY DESIGN

For development within the Coastal Zone, the **Community Design Element** focuses on steep slopes, grading, landscaping and undergrounding of utilities. All development within the Coastal Zone shall comply with the following Community Design Policies.

POLICIES

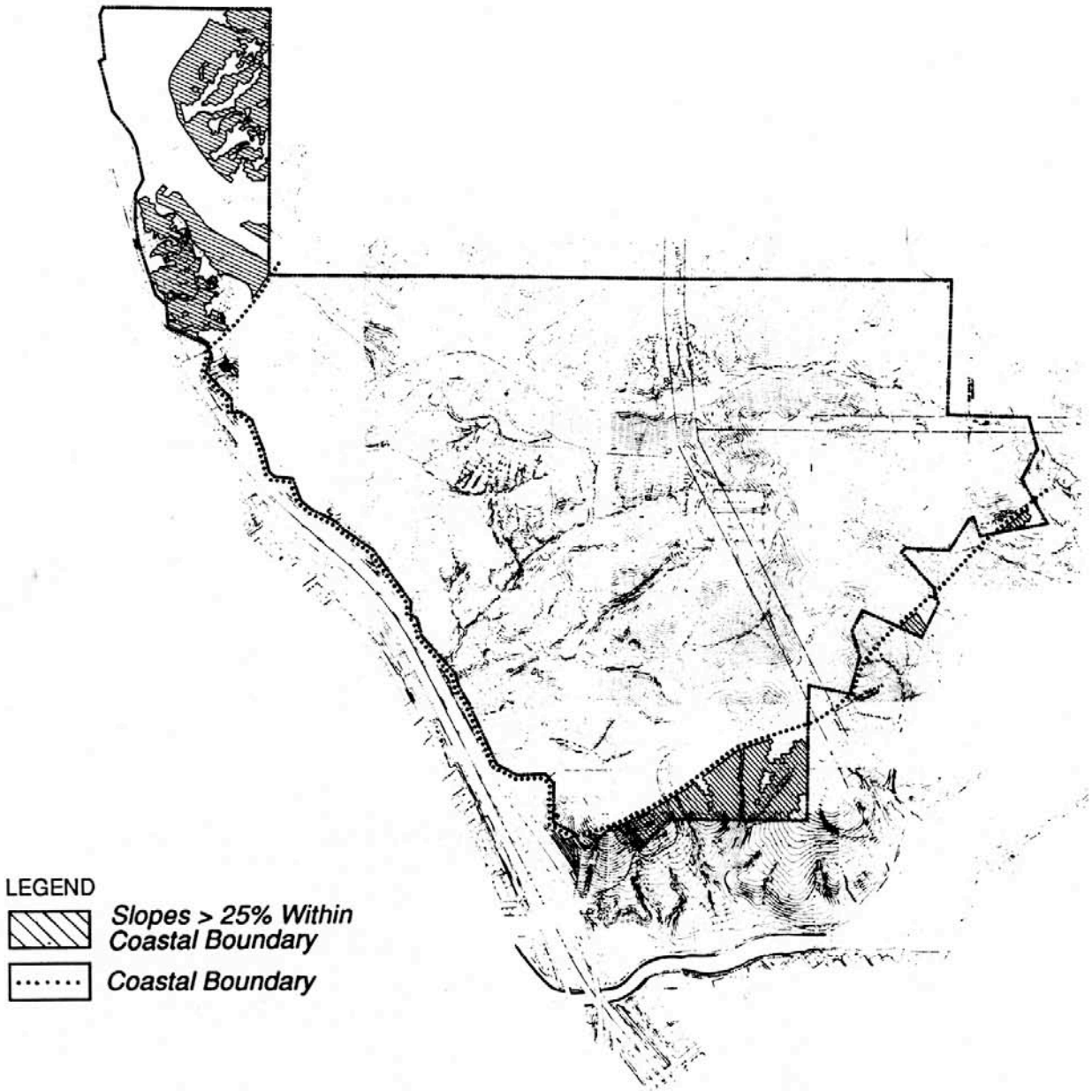
Steep Slopes

1. Approximately 58.5 acres of the Plan lying within the Coastal Zone consist of slopes of 25 percent grade and over, and have been identified as possessing environmentally sensitive habitats, significant scenic amenities or hazards to developments. These slopes are shown on **Figure 20**, **Coastal Zone Steep Slopes**. Development may occur in these areas provided the applicant can demonstrate all of the following:

    a. To protect the scenic and visual qualities of the site as seen from public recreational areas and highways, the proposed development shall minimize the alteration of natural landforms and create only new slopes that are topographically compatible with natural landforms of the surrounding area.

    b. Any previously manufactured slopes of the site shall be recontoured, if necessary, to make them compatible with surrounding natural landforms and native vegetation.

    c. The proposed development, including any fill or grading, does not create any significant new soil erosion, silting of lower slopes or stream channels, slide damage or other geologic instability, flooding, or permanent scarring. In reviewing the potential of any development to create or increase any such effects, official governmental soils maps, determinations of highly erodible soils, mapped active landslide areas, and similar documentation of geological instability shall be presumed to constitute rebuttable evidence and the applicant shall have an affirmative obligation to bring them to the attention of the City. Any decision by the City to override such evidence shall be based upon substantial evidence presented by a geotechnical expert licensed to practice in California. All liability for the accuracy of the geotechnical information presented on behalf of the applicant shall be assumed by the applicant, who shaIl also be required in writing as a condition precedent to issuance of the Coastal Development Permit to address and fully mitigate or otherwise correct any geologic instability, erosion, or sedimentation caused by the permitted development on other private or public properties and off-site coastal natural resources. Failure by an applicant to provide geotechnical or other engineering responses to such identified geological instabilities shall constitute grounds for denial of the development.



Coastal Zone Steep Slopes

Torrey Hills Community Plan

20 FIGURE

d. The proposed development contains a native vegetation restoration and enhancement program for those portions of the site in 25 percent or greater slopes that will provide as follows:

(1) For every area or quantity of native vegetation located on natural slopes of 25 percent grade and over, in excess of the encroachment allowance provided on **Table 5**, **25 Percent Slope Encroachment Allowance**, that is disturbed by the development, an area equal to 120 percent of the disturbed area shall be restored in native vegetation. The restoration and enhancement program shall be performed prior to or concurrently with the development and may be incorporated into the design and implementation of the overall landscaping program for the site.

(2) The native vegetation restoration and enhancement program required by subsection (a) shall be located on the site of the permitted development. However, if the size, topography or biological characteristics of the site are determined by the Planning Director to be unsuitable for said restoration or enhancement program, then the native vegetation shall be provided at one or more off-site locations within the Coastal Zone, which may include publicly owned right-of-ways. If such locations within the Coastal Zone are not practicable, then such native vegetation restoration or enhancement program shall be provided at other suitable locations within the City of San Diego outside the Coastal Zone.

(3) All native vegetation restoration and enhancement programs shall be prepared by a biologist, registered landscape architect, or other qualified professional in close consultation with the Department of Fish and Game and U.S. Fish and Wildlife Service.

2. In the case of those natural landforms which consist of slopes of 25 percent and over which have been identified as possessing environmentally sensitive habitats or significant scenic amenities or hazards to development (including major undeveloped sites with high erodibility characteristics), the following requirements shall apply:

a. Slopes of 25 percent grade and over shall be preserved in their natural state, provided a minimal encroachment into the steep slope areas over 25 percent may be permitted as set forth on **Table 5**.

TABLE 5

25 PERCENT SLOPE ENCROACHMENT ALLOWANCE

Percentage of Parcel in Slopes of 25% and Over	Maximum Encroachment Allowance as Percentage of Area in Slopes of 25% and Over
75% or less	10%
80%	12%
85%	14%
90%	16%
95%	18%
100%	20%

The following uses shall be exempt from the encroachment limitations set forth on **Table 5**.

- Major public roads and collector streets identified in the Circulation Element of an adopted community plan or the City of San Diego Progress Guide and General Plan.
- Local public streets, private roads and driveways which are necessary for access to the more developable portions of a site on slopes of less than 25 percent grade, provided no less environmentally damaging alternative exists. The determination of whether or not a proposed road or driveway qualifies for an exemption, in whole or in part, shall be made by the Planning Director based upon an analysis of the project site.
- Public utility systems.

b. On existing legal parcels, a deviation in the encroachment allowance percentage may be granted by the Planning Director, if necessary to maintain a minimum development right (total disturbed area) equal to 20 percent of the entire parcel.

c. All encroachment allowances, including permissible deviations, shall be subject to a determination by the Planning Director that such encroachment supports the findings of fact set forth in the City's Hillside Review Zone.

d. For purposes of determining allowable encroachment, only that portion of a parcel or ownership lying within the coastal zone shall be used in the calculation.

3. Encroachment allowances for the development of slopes of 25 percent grade and over occurring on either slope category described in paragraphs “1” or “2” above, shall not be transferable between categories.

4. All natural slopes of 25 percent grade and over which remain undisturbed or which are restored or enhanced as a result of a development approval shall be conserved as a condition of permit approval through a deed restriction, open space easement or other suitable device which will preclude any future development or grading of such slopes.

Grading

1. Grading plans for permitted development that is otherwise consistent with the Local Coastal Program shall include:

   a. A map showing existing and proposed contours at ten-foot intervals of the property, as well as details of existing and future topography and area drainage.

   b. The direction of drainage flow and detailed plans for locations of all proposed runoff control devices. The area to be served by any drains shall also be mapped.

   c. A schedule showing when each stage of the project will be completed, including the total area of soil surface which is to be disturbed during each stage and estimated starting and completion dates.

d. The grading plan shall be prepared by a professional engineer registered with the State of California.

e. The findings and conclusions of the North City West Drainage Study by Leeds, Hill and Jewett, Inc., and any subsequent watershed hydrology studies in order to satisfy the drainage control requirements in Carmel Valley.

2. All grading plans shall conform to all of the following, as applicable.

a. A grading plan that incorporates runoff and erosion control procedures to be utilized during all phases of project development shall be prepared and submitted concurrently with subdivision improvement plans or planned development applications where such development is proposed to occur on lands that will be graded, filled or have a slope of 25 percent or greater. Such a plan shall be prepared by a registered civil engineer and shall be designed to assure 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 a result of the intensity of rainfall expected during a six-hour period once every ten years (the "six-hour, ten-year" design storm). Runoff control shall be accomplished by establishing on-site or at suitable nearby locations catchment basins, detention basins and siltation traps along with energy dissipating measures at the terminus of storm drains or other similar means of equal or greater effectiveness.

b. Sediment basins (debris basins, desilting basins, or silt traps) shall be installed in conjunction with the initial grading operations and maintained through the development process as necessary to remove sediment from runoff waters draining from the land undergoing development. Areas disturbed but not completed prior to November 15, including graded pads and stockpiles, shall be suitably prepared to prevent soil loss during the late fall and winter seasons. All graded slopes shall be stabilized prior to November 15 by means of native vegetation, if feasible, or by other suitable means. The use of vegetation as a means of controlling site erosion shall be accomplished pursuant to plans and specifications prepared by a licensed landscape architect or other qualified professional. Erosion control utilizing vegetation may include, but is not limited to, seeding, mulching, fertilization and irrigation within sufficient time prior to November 15 to provide landscape coverage that is adequate to achieve the provisions of this policy.

Temporary erosion control measures shall include the use of berms, interceptor ditches, sandbagging, hay bales, filtered inlets, debris basins, silt traps, or other similar means of equal or greater effectiveness. From November 15 to May 31, grading may be permitted provided the applicant conforms to the requirements of Subsection "c" and submits monthly documentation within two weeks following the end of the preceding month to the City Engineer of the condition of the erosion control procedures for graded pads, slopes and stockpiles whenever precipitation during the calendar month exceeds two (2) inches.

c. From November 15 to March 31, grading may occur only: (1) in increments as determined by the City Engineer based on site-specific soil erodibility and slopes in order to minimize soil exposure, and if (2) the applicant has installed temporary erosion control measures that the City Engineer finds are designed to assure that there will be no increase in peak runoff rate from the fully developed site over the greatest discharge that would occur from the existing undeveloped site as a result of the intensity of rainfall expected during a six-hour period once every ten years (the "six-hour, ten-year" design storm); (3) the applicant posts a bond sufficient to cover the costs of any remedial grading and replanting of vegetation, including any restoration of lagoon, wetland, or other environmentally sensitive habitat areas adversely affected by the failure of the erosion control measure required pursuant to Subsection (C)(2), as determined by the City Engineer, which bond will ensure to the benefit of the City in case of non-compliance, as determined by the City Engineer, and (4) the applicant agrees to provide daily documentation to the City Engineer of the condition of the erosion control procedures for any 24-hour period in which precipitation exceeds 0.25 inches. Such documentation shall be provided within five working days of said 24-hour period. Failure to provide such documentation or occurrence of any significant discharge of sediments or silts in violation of this policy shall constitute automatic grounds for suspension of the applicant's grading permit(s) during the period of November 15 to March 31.

Landscaping

1. Within perimeter areas of development, landscaped buffers shall be provided to screen views of development from Los Peñasquitos Canyon Preserve.

2. Landscaping in areas adjacent to Los Peñasquitos Canyon Preserve shall utilize native and/or drought tolerant, non-invasive plant material.

3. Landscaping and brush management shall comply with the Landscape Technical Manual (November 1989) unless specifically modified through an amendment to the Local Coastal Program.

Utilities

1. Local utility distribution shall be underground in all new developments, whenever feasible.

7 Appendices

- Index
- Legislative Framework
- Land Use Intensity Comparison 1994 Plan and 1997 Plan
- Land Use Intensity and Traffic Generation
- Community Plan Recommended Zoning
- Relationship to the City's Progress Guide and General Plan
- Plan Update and Amendment Process

TORREY HILLS INDEX

This section includes Appendices to the Torrey Hills Community Plan. The information presented in this section includes:

- Appendix A. Legislative Framework
- Appendix B. Land Use Intensity Comparison—1994 Plan and 1997 Plan
- Appendix C. Land Use Intensity and Traffic Generation
- Appendix D. Community Plan Recommended Zoning
- Appendix E. Relationship to the City's Progress Guide and General Plan
- Appendix F. Plan Update and Amendment Process

APPENDIX A

LEGISLATIVE FRAMEWORK

The Torrey Hills Community Plan was developed within the context of a legislative framework on federal, state and local levels. Among the more important levels of influence are:

- Section 65450 of the Government Code of the State of California (State Planning and Zoning Act) which gives authority for the preparation of the community plan and specifies the elements which must appear in each plan. It also provides a means for adoption and administering these plans.

- Government Code Chapter 4.3 requires that local governments and agencies provide incentives to developers to include affordable units in housing projects. The City has adopted an ordinance which establishes an Affordable Housing Density Bonus that provides for an increase in density in a given zone to be granted for projects in which a portion of the total housing units are for low or moderate income persons.

- The California Environmental Quality Act of 1970 (CEQA), as amended, requires environmental documents be prepared for all community plans. Separate, detailed environmental impact reports are also required for all projects which may adversely affect the environment, including actions related to implementing this Plan.

- The Regional Air Quality Strategy (RAQS) was developed in 1977 to achieve a level of air quality in the San Diego Air Basin that would meet federal air quality standards set forth in the National Clean Air Act. A major recommendation pertinent to this planning effort is to include air quality considerations in all land use and transportation plans.

- The California Coastal Act 1976 mandates that all designated coastal areas develop a Local Coastal Plan which is consistent with state-wide goals and objectives. The North City Local Coastal Program and Land Use Plan, with revisions, was adopted by the City Council in March 1987. The Plan provides specific guidelines for the development of that area of the community which lies within the coastal zone boundary. The Coastal Commission has also approved City Zoning Ordinance as implementation of the North City LCP.

- The Progress Guide and General Plan of the City of San Diego establishes citywide goals, guidelines, standards and recommendations which serve as the basis for the goals, objectives and recommendations of the community plan.

- The citywide zoning and subdivision ordinances which regulate the development and subdivision of land in the City of San Diego.

In addition to legislation and ordinances, the City Council had adopted a number of policies to serve as guidelines in the decision-making process. Many of the policies relate directly to planning issues and are used in implementing plan recommendations.

APPENDIX B

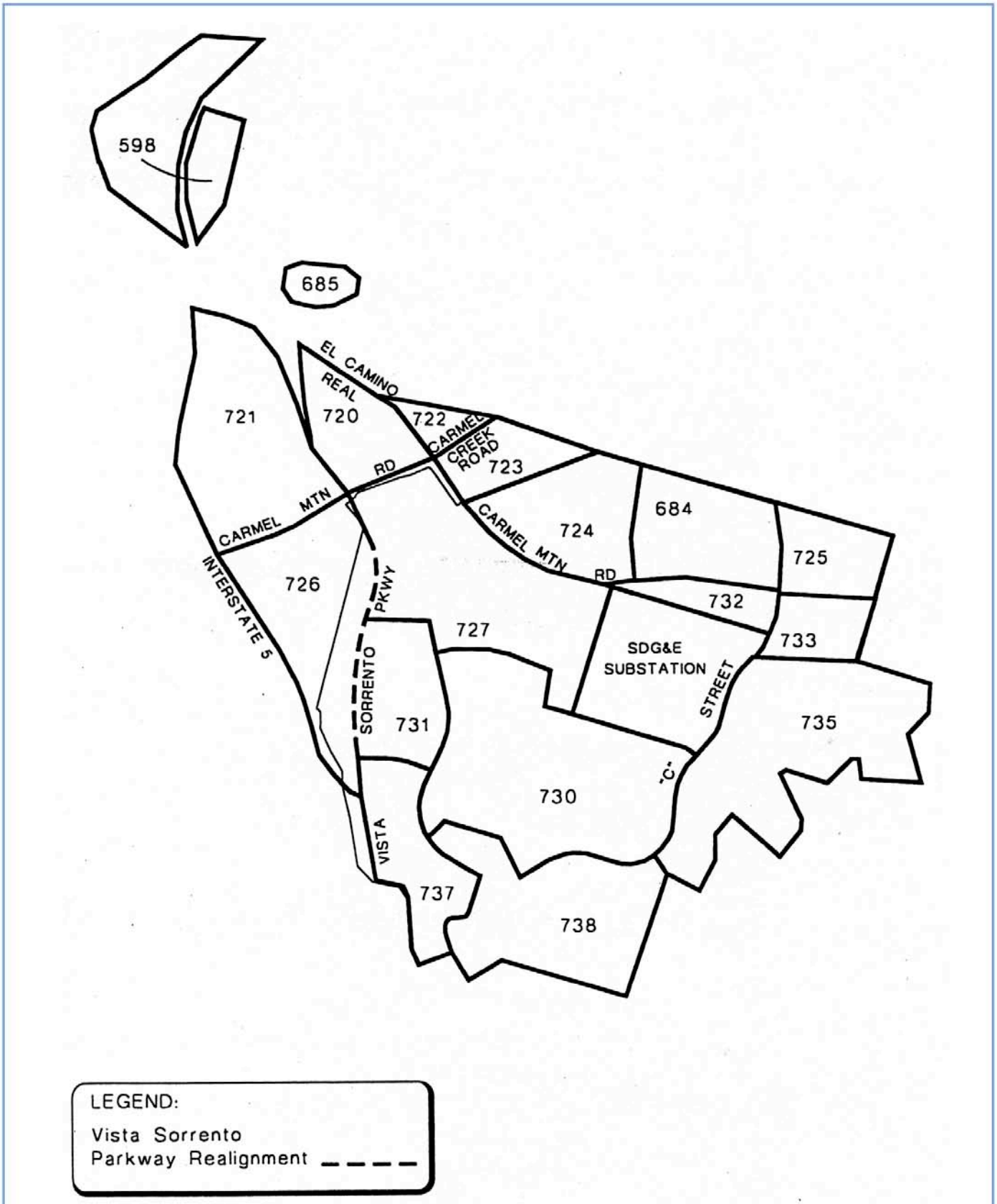
LAND USE INTENSITY COMPARISON—1994 PLAN AND 1997 PLAN

Land Use	1994 Community Plan	1997 Community Plan
Single-family Residential	252 units	1,334 units
Multifamily Residential	2,460 units	770 units
Commercial	500,500 sq. ft.	647,000 sq. ft.
Industrial/Professional Office/Scientific Research	2,424,000 sq. ft.	1,350,000 sq. ft.
Other:		
Health Club	28,000 sq. ft.	—
Day Care	3,000 sq. ft.	—
Neighborhood Park	10 acres	14 acres
Optional School Site	—	10 acres
Open Space	278 acres	283 acres
SDG&E Substation	40 acres	40 acres
Streets and Freeways	76 acres	66 acres

APPENDIX C

LAND USE INTENSITY AND TRAFFIC GENERATION

Traffic generated by the 1997 amendment of the Torrey Hills Community Plan has been evaluated based upon land use intensities and City adopted generation rates. The Plan traffic study assigns the resultant traffic volumes to the community circulation network based upon Traffic Analysis Zones (TAZ). **Figure C-1** shows the location of TAZs for the community, and **Table C-1** summarizes the traffic expected from buildout of the community based upon the land use intensities recommended by the Plan.



Traffic Analysis Zones C-1 FIGURE

Torrey Hills Community Plan

REVISED TABLE C-1

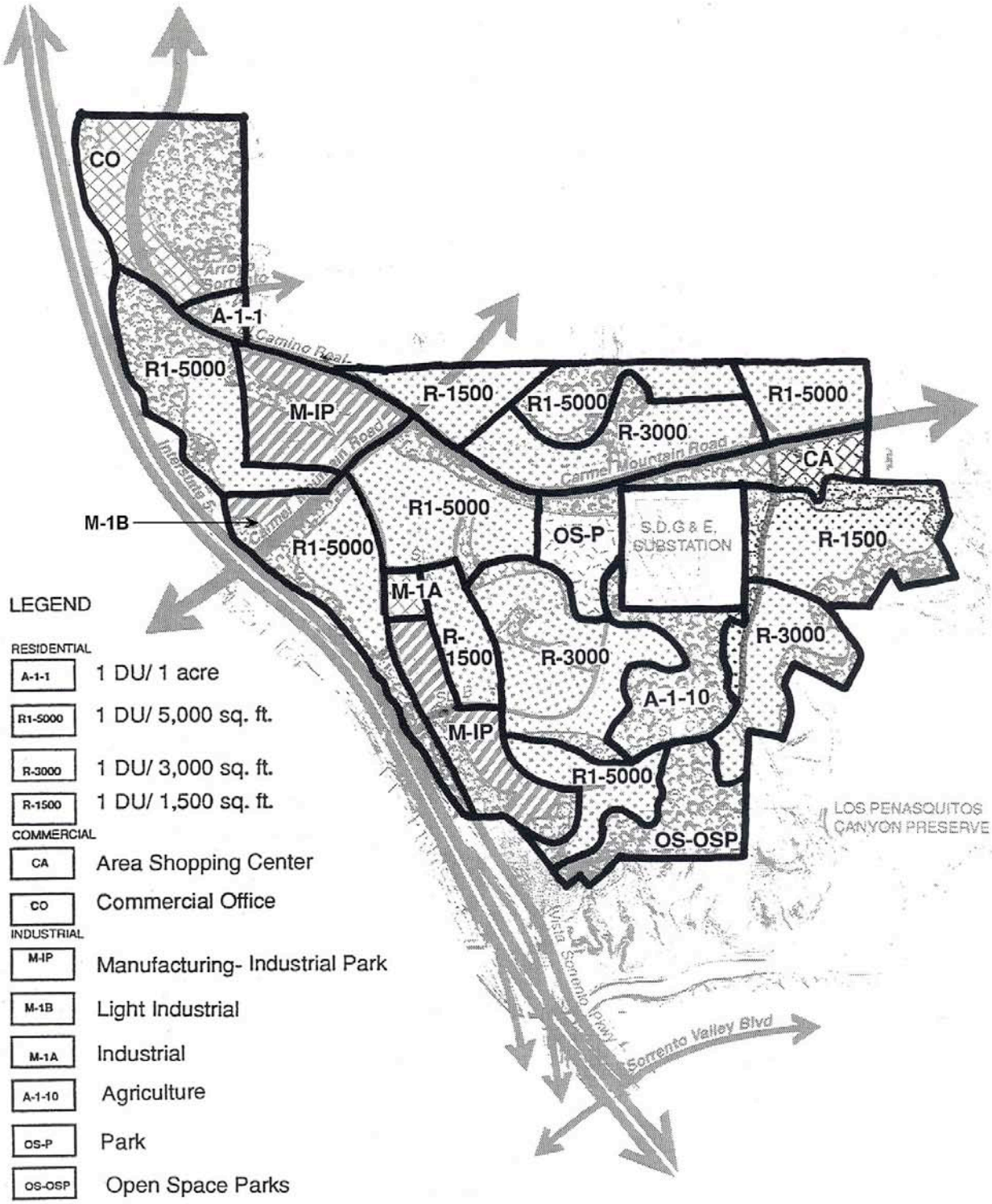
TORREY HILLS COMMUNITY LAND USES BY TRAFFIC ANALYSIS ZONE

TAZ	Land Use	Buildable Intensity	Generation Rate	ADT
598	Office/Corporate	440,066 SF	15/KSF	6,601
	Visitor-Serving Commercial	36,580 SF	20/KSF	732
684	Single-family (4,000 SF)	121 DU	10/DU	1,210
	Single-family (5,000 SF)	37 DU	10 DU	370
685	Single-family Dwelling	2 DU	10/DU	20
720	Office	210,000 SF	20/KSF	4,200
721	Office	210,000 SF	20/KSF	4,200
	Single-family Dwelling	121 DU	10/DU	1,210
	Industrial	120,000 SF	15/KSF	1,800
	Industrial	42,070 SF	15/KSF	631
722	Courtyard	52 DU	10/DU	520
723	Courtyard	143 DU	10/DU	1,430
724	Courtyard	120 DU	10/DU	1,200
	Single-family (5,000 SF)	30 DU	10/DU	300
725	Single-family (5,000 SF)	83 DU	10/DU	830
726	Industrial	237,930 SF	15/KSF	3,569
727	Single-family (5,000 SF)	121 DU	10/DU	1,210
	Elementary School	4 AC	60/AC	240
	Park	16.2 AC	68/AC	810
730	Single-family (4,000 SF)	242 DU	10/DU	2,420
731	Multifamily	340 DU	10/DU	2,720
	Office/Industrial	310,000 SF	15/KSF	6,200
	Support Commercial	40,000 SF	72/KSF	2,880
732	Neighborhood Commercial	18,000 SF	73.7/KSF	1,314
733	Neighborhood Commercial	133,300 SF	56.4/KSF	7,511
735	Multifamily	430 DU	10/DU	3,440
	Single-family (4,000 SF)	172 DU	10/DU	1,720
737	Office	220,000 SF	23/KSF	4,400
738	Single-family (5,000 SF)	90 DU	10/DU	900
Total Traffic				**64,588**

Legend: SF = Square Feet
DU = Dwelling Unit
KSF = 1,000 Square Feet

APPENDIX D

COMMUNITY PLAN RECOMMENDED ZONING



Community Plan Recommended Zoning

D-1
FIGURE

Torrey Hills Community Plan

APPENDIX E

RELATIONSHIP TO THE CITY'S PROGRESS GUIDE AND GENERAL PLAN

The Torrey Hills Community Plan is a component of the Progress Guide and General Plan. Public Resources Code Section 21083.3 requires that a community plan include or reference the seven mandatory elements of the General Plan:

- Land Use
- Circulation
- Housing
- Conservation
- Open Space

The City of San Diego's community plans comprise the Land Use Element of the General Plan. The remaining six mandatory elements, as well as the following optional elements, are addressed on a citywide basis in the Progress Guide and General Plan:

- Commercial
- Industrial
- Community
- Facilities
- Resource Conservation
- Community Design

The policies established in these elements of the General Plan are included in the Torrey Hills Community Plan by reference. The community plan contains specific proposals intended to implement the policies and standards of the General Plan.

APPENDIX F

PLAN UPDATE AND AMENDMENT PROCESS

While the Torrey Hills Community Plan sets forth many proposals for implementation, it does not establish new regulations or legislation, nor does it rezone property. Some rezonings are recommended to carry out the proposals of the Plan, and public hearings for these will be held in conjunction with hearings for the Plan. Should the land use recommendations in the Plan necessitate future rezonings, subsequent public hearings would be held as necessary so that future development is consistent with the Plan proposals.

This Plan is not a static document. While it is intended to provide long-range guidance for the orderly growth of the community, in order to respond to unanticipated changes in environmental, social, or economic conditions, the Plan must be continually monitored and updated as necessary to remain relevant to community and city needs.

Once the Plan is adopted, two additional steps will follow: implementation and review. Implementation refers to the process of putting Plan policies and recommendations into effect. Review is the process of monitoring the community and recommending changes to the Plan as conditions in the community change. Guidelines for implementation are provided in the Plan, but the process must be based on a cooperative effort of private citizens, city officials and other organizations, to provide the community needed for an effective implementation program.