

# Coastal Connections Conceptual Planning Study

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## APPENDIX C

INITIAL SCREENING MATRIX OF POTENTIAL IMPROVEMENTS

SANDAG COASTAL CONNECTIONS CONCEPTUAL PLANNING STUDY

Initial Screening Matrix of Potential Improvements

12/14/2021

**Legend:** Initial indications are favorable. Consider advancing to preliminary conceptual design  
 Potential minor issue. Evaluate options to avoid & mitigate. Consider advancing to preliminary conceptual design  
 Potential major issue. Evaluate options to avoid & mitigate. Consider eliminating  
 Not applicable or neutral effect

#	Location	Facility Type	Engineering, Bluffs & ROW: West Side	Engineering, Bluffs & ROW: East Side	Visual Impacts	Pedestrian Connectivity & Coastal Access	Consistency with Existing Movement Patterns	Consistency with Prior Facilities, Studies & Recommendations	Parking	Regulatory Feasibility	Noise Impacts	Preliminary Screening
1	At-Grade Crossings (Any Location)	At-Grade Crossing	- Varies by location, but generally feasible from engineering perspective	- Varies by location, but generally feasible from engineering perspective	- Varies by location, but generally little visual impact	- N/A pending specific location	- N/A pending specific location	- N/A pending specific location	- N/A pending specific location	- New at-grade crossings unlikely to be approved by CPUC per General Order 75-D	- Requires audible warning system and associated noise impacts	Based on CPUC input, advance 2 at-grade crossing concepts at 11th & 7th-8th for further PDT review
2	Sea Grove Park/15th Street OC	Overcrossing	- Large fill/slide area (pre-DMB) or planned DMB5 work provides opportunity for ramps or stairs - Existing wall can be incorporated & reinforced, or planned DMB5 wall can be incorporated	- Footprint impacts to Seagrove Park - Feasible with structure spanning rail - Connects to proposed east side trail	- East elevation (~20ft above rail) would require ascent and pose visual impacts	- Provides lower connectivity benefit than locations south of 13th St due to existing crossing ~500ft away at Coast Blvd - Good connectivity to existing network - Connects to proposed east side trail	- Not used for crossing today due to elevations, but likely would be used if facilities existed	- Not included in prior key studies or recommendations	- On-street parking - Limited off-street parking	- No known regulatory feasibility issues	- No anticipated noise impacts	Eliminate: Very limited parking, proximity to existing crossing, impacts to park space, visual impacts
3	13th Street UC	Undercrossing	- Large fill/slide area to north (pre-DMB) or planned DMB5 work provides opportunity for ramps or stairs - Existing wall can be incorporated & reinforced, or planned DMB5 wall can be incorporated	- Feasible with box culvert - Connects to proposed east side trail	- Likely to have little visual impact	- Provides lower connectivity benefit than locations south of 13th St due to existing crossing <1500ft away at Coast Blvd - Good connectivity to existing network - Connects to proposed east side trail	- Not used for crossing today due to elevations, but likely would be used if facilities existed	- Not included in prior key studies or recommendations	- On-street parking - Off-street parking 3.5 blocks away at Civic Center	- No known regulatory feasibility issues	- No anticipated noise impacts	Eliminate: Very limited parking, proximity to existing crossing
4	13th Street OC	Overcrossing	- Large fill/slide area to north (pre-DMB) or planned DMB5 work provides opportunity for ramps or stairs - Existing wall can be incorporated & reinforced, or planned DMB5 wall can be incorporated	- Feasible with structure spanning rail - Connects to proposed east side trail	- East elevation (~15ft above rail) would require ascent and pose visual impacts	- Provides lower connectivity benefit than locations south of 13th St due to existing crossing <1500ft away at Coast Blvd - Good connectivity to existing network - Connects to proposed east side trail	- Not used for crossing today due to elevations, but likely would be used if facilities existed	- Not included in prior key studies or recommendations	- On-street parking - Off-street parking 3.5 blocks away at Civic Center	- No known regulatory feasibility issues	- No anticipated noise impacts	Eliminate: Very limited parking, proximity to existing crossing, visual impacts
5	Lois Lane OC	Overcrossing	- May require disturbing native bluffs (pre-DMB) - Planned DMB5 work would provide feasible opportunity	- Alley ends at private property and is not contiguous with rail ROW - Alley with narrow ROW - Feasible with structure spanning rail - Connects to proposed east side trail	- East elevation (~15ft above rail) would require ascent and pose visual impacts - Narrow alley poses more visual impacts to adjacent properties than streets	- Provides connectivity benefit by closing large gap between existing rail crossings - Good connectivity to existing network - Connects to proposed east side trail	- Not used for crossing today due to elevations, but likely would be used if facilities existed	- Not included in prior key studies or recommendations	- Alley with no on-street parking - Off-street parking 3 blocks away at Civic Center	- No known regulatory feasibility issues	- No anticipated noise impacts	Eliminate: No public ROW connection to east side alley, narrow alley ROW, very limited parking, visual impacts
6	12th Street OC	Overcrossing	- Large fill/slide area to south (close to 11th concept) provides opportunity for ramps or stairs - Requires new wall at beach landing	- Feasible with structure spanning rail - Connects to proposed east side trail	- East elevation (~15ft above rail) would require ascent and pose visual impacts	- Provides connectivity benefit by closing large gap between existing rail crossings - Good connectivity to existing network - Connects to proposed east side trail	- Not used for crossing today due to elevations, but likely would be used if facilities existed	- Not included in prior key studies or recommendations	- On-street parking - Off-street parking 2.5 blocks away at Civic Center	- No known regulatory feasibility issues	- No anticipated noise impacts	Eliminate: Visual impacts, very limited parking
7	Sea Orbit Lane OC	Overcrossing	- Large fill/slide area (close to 11th concept) provides opportunity for ramps or stairs - Requires new wall at beach landing, or planned DMB5 wall can be incorporated	- Alley ends at private property and is not contiguous with rail ROW - Alley with narrow ROW - Feasible with structure spanning rail - Connects to proposed east side trail	- East elevation (~15ft above rail) would require ascent and pose visual impacts - Narrow alley poses more visual impacts to adjacent properties than streets	- Provides connectivity benefit by closing large gap between existing rail crossings - Good connectivity to existing network - Connects to proposed east side trail	- Not used for crossing today due to elevations, but likely would be used if facilities existed	- Adjacent to site recommended by City (11th) - Adjacent to site recommended by 1995 TRAC study (11th)	- Alley with no on-street parking - Off-street parking 2 blocks away at Civic Center	- No known regulatory feasibility issues	- No anticipated noise impacts	Eliminate: No public ROW connection to east side alley, narrow alley ROW, visual impacts, limited parking
8	11th Street UC/Sea Orbit Lane UC	Undercrossing	- Large fill/slide area to north (pre-DMB) provides opportunity for ramps or stairs - Requires new wall at beach landing, or planned DMB5 wall can be incorporated	- Feasible with box culvert - Connects to proposed east side trail	- Likely to have little visual impact	- Provides connectivity benefit by closing large gap between existing rail crossings - Good connectivity to existing network - Connects to proposed east side trail	- Frequent crossing area - Near existing goat trails to beach	- Site recommended by City - Site recommended by 1995 TRAC study - Site recommended by 1976 Community Plan	- On-street parking - Off-street parking 1.5 blocks away at Civic Center	- No known regulatory feasibility issues	- No anticipated noise impacts	Advance 11th St/Sea Orbit Ln UC for further PDT review
9	11th Street UC/Sea Orbit Lane OC	Overcrossing	- Large fill/slide area to north (pre-DMB) provides opportunity for ramps or stairs - Requires new wall at beach landing, or planned DMB5 wall can be incorporated	- Feasible with structure spanning rail - Connects to proposed east side trail	- East elevation (~10ft above rail) would require ascent and pose visual impacts	- Provides connectivity benefit by closing large gap between existing rail crossings - Good connectivity to existing network - Connects to proposed east side trail	- Frequent crossing area - Near existing goat trails to beach	- Site recommended by City - Site recommended by 1995 TRAC study - Historic precedent: Site of early 1900s trail to beach (per mayor)	- On-street parking - Off-street parking 1.5 blocks away at Civic Center	- No known regulatory feasibility issues	- No anticipated noise impacts	Advance 11th St/Sea Orbit Ln OC for further PDT review
10	Penny Lane OC	Overcrossing	- Requires disturbing native bluffs	- Alley with narrow ROW - Feasible with structure spanning rail - Connects to proposed east side trail	- Steep bluffs west of rail would require visually impactful structure - East elevation (~10ft above rail) would require ascent and pose visual impacts - Narrow alley poses more visual impacts to adjacent properties than streets	- Provides connectivity benefit by closing large gap between existing rail crossings - Good connectivity to existing network - Connects to proposed east side trail	- Not used for crossing today due to elevations, but likely would be used if facilities existed	- Adjacent to site recommended by City (11th) - Adjacent to site recommended by 1995 TRAC study (11th)	- Alley with no on-street parking - Off-street parking 2 blocks away at Civic Center	- Environmentally sensitive area west of rail could restrict development (also affected DMB projects)	- No anticipated noise impacts	Eliminate: Impacts to native bluffs/ESA, limited parking, narrow alley ROW, visual impacts
11	10th Street OC	Overcrossing	- Requires disturbing native bluffs	- Feasible with structure spanning rail - Connects to proposed east side trail	- Steep bluffs west of rail would require visually impactful structure - East elevation (~10ft above rail) would require ascent and pose visual impacts	- Provides connectivity benefit by closing large gap between existing rail crossings - Good connectivity to existing network - Connects to proposed east side trail	- Not used for crossing today due to elevations, but likely would be used if facilities existed	- Historic precedent: Site of 1880s wooden overcrossing	- On-street parking - Off-street parking 1.5 blocks away at Civic Center	- Environmentally sensitive area west of rail could restrict development (also affected DMB projects)	- No anticipated noise impacts	Eliminate: Impacts to native bluffs/ESA, visual impacts

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#	Location	Facility Type	Engineering, Bluffs & ROW: West Side	Engineering, Bluffs & ROW: East Side	Visual Impacts	Pedestrian Connectivity & Coastal Access	Consistency with Existing Movement Patterns	Consistency with Prior Facilities, Studies & Recommendations	Parking	Regulatory Feasibility	Noise Impacts	Preliminary Screening
12	Melanie Way OC	Overcrossing	- Requires disturbing native bluffs	- Alley with narrow ROW - Feasible with structure spanning rail - Connects to proposed east side trail	- Steep bluffs west of rail would require visually impactful structure - East elevation (~15ft above rail) would require ascent and pose visual impacts - Narrow alley poses more visual impacts to adjacent properties than streets	- Provides connectivity benefit by closing large gap between existing rail crossings - Good connectivity to existing network - Connects to proposed east side trail	- Not used for crossing today due to elevations, but likely would be used if facilities existed	- Not included in prior key studies or recommendations	- Alley with no on-street parking - Off-street parking 2 blocks away at Civic Center or Del Mar Shores Park	- Environmentally sensitive area west of rail could restrict development (also affected DMB projects)	- No anticipated noise impacts	Eliminate: Impacts to native bluffs/ESA, limited parking, narrow alley ROW, visual impacts
13	9th Street OC	Overcrossing	- Requires disturbing native bluffs	- Feasible with structure spanning rail - Connects to proposed east side trail	- Steep bluffs west of rail would require visually impactful structure - East elevation (~15ft above rail) would require ascent and pose visual impacts	- Provides connectivity benefit by closing large gap between existing rail crossings - Good connectivity to existing network - Connects to proposed east side trail	- Not used for crossing today due to elevations, but likely would be used if facilities existed	- Not included in prior key studies or recommendations	- On-street parking - Off-street parking 1.5 blocks away at Del Mar Shores Park	- Environmentally sensitive area west of rail could restrict development (also affected DMB projects)	- No anticipated noise impacts	Eliminate: Impacts to native bluffs/ESA, visual impacts
14	Shippey Lane OC	Overcrossing	- Requires disturbing native bluffs	- Alley with narrow ROW - Feasible with structure spanning rail - Connects to proposed east side trail	- Steep bluffs west of rail would require visually impactful structure - East elevation (~15ft above rail) would require ascent and pose visual impacts - Narrow alley poses more visual impacts to adjacent properties than streets	- Provides connectivity benefit by closing large gap between existing rail crossings - Good connectivity to existing network - Connects to proposed east side trail	- Not used for crossing today due to elevations, but likely would be used if facilities existed	- Adjacent to site recommended by City (7th/8th) - Adjacent to site recommended by 1995 TRAC study (8th)	- Alley with no on-street parking - Off-street parking 0.5 blocks away at Del Mar Shores Park	- Environmentally sensitive area west of rail could restrict development (also affected DMB projects)	- No anticipated noise impacts	Eliminate: Impacts to native bluffs/ESA, limited parking, narrow alley ROW, visual impacts
15	7th Street/8th Street UC	Undercrossing	- Large fill/slide area provides opportunity for ramps or stairs - Existing wall and/or planned DMB5 wall & grading can be incorporated	- Feasible with box culvert - Connects to proposed east side trail	- Likely to have little visual impact	- Provides connectivity benefit by closing large gap between existing rail crossings - Good connectivity to existing network - Connects to proposed east side trail	- Frequent crossing area - Near existing goat trails to beach	- Site recommended by City - Site recommended by 1995 TRAC study	- On-street parking - Off-street parking 1.5 blocks away at Del Mar Shores Park	- No known regulatory feasibility issues	- No anticipated noise impacts	Advance 7th St/8th St UC for further PDT review
16	8th Street OC	Overcrossing	- Drainage outlet/slide area could accommodate stairs. But ramps to north would require disturbing adjacent native bluffs - Planned DMB5 wall can be incorporated	- Feasible with structure spanning rail - Connects to proposed east side trail	- East elevation (~15ft above rail) would require ascent and pose visual impacts	- Provides connectivity benefit by closing large gap between existing rail crossings - Good connectivity to existing network - Connects to proposed east side trail	- Frequent crossing area - Near existing goat trails to beach	- Site recommended by City - Site recommended by 1995 TRAC study	- On-street parking - Off-street parking 1 block away at Del Mar Shores Park	- No known regulatory feasibility issues	- No anticipated noise impacts	Advance 1 OC in 6th/7th/8th area for further PDT review
17	Little Orphan Alley OC	Overcrossing	- Large fill/slide area provides opportunity for ramps or stairs - Existing wall and/or planned DMB5 wall & grading can be incorporated - Potential natural path (no structures)?	- Alley with narrow ROW - Feasible with structure spanning rail - Connects to proposed east side trail	- East elevation (~15ft above rail) would require ascent and pose visual impacts - Narrow alley poses more visual impacts to adjacent properties than streets	- Provides connectivity benefit by closing large gap between existing rail crossings - Good connectivity to existing network - Connects to proposed east side trail	- Near existing goat trails to beach - Not used for crossing today due to elevations, but likely would be used if facilities existed	- Adjacent to site recommended by City (7th/8th) - Adjacent to site recommended by 1995 TRAC study (8th)	- Alley with no on-street parking - Off-street parking 1 block away at Del Mar Shores Park	- No known regulatory feasibility issues	- No anticipated noise impacts	Advance 1 OC in 6th/7th/8th area for further PDT review
18	7th Street OC	Overcrossing	- Large fill/slide area to north provides opportunity for ramps or stairs - Existing wall and/or planned DMB5 wall & grading can be incorporated - Potential natural path (no structures)?	- Feasible with structure spanning rail - Connects to proposed east side trail	- East elevation (~20ft above rail) would require ascent and pose visual impacts	- Provides connectivity benefit by closing large gap between existing rail crossings - Good connectivity to existing network - Connects to existing DG trail (7th to Sea Cliff Way)	- Frequent crossing area - Near existing goat trails to beach	- Site recommended by City	- On-street parking - Off-street parking 1.5 blocks away at Del Mar Shores Park	- No known regulatory feasibility issues	- No anticipated noise impacts	Advance 1 OC in 6th/7th/8th area for further PDT review
19	Sherrie Lane OC	Overcrossing	- May require disturbing native bluffs - Planned DMB5 wall can be incorporated	- Alley with narrow ROW - Feasible with structure spanning rail - Connects to proposed east side trail	- Good elevation for overcrossing (~25ft above rail) minimizes visual impacts - Narrow alley poses more visual impacts to adjacent properties than streets	- Provides connectivity benefit by closing large gap between existing rail crossings - Good connectivity to existing network - Connects to existing DG trail (7th to Sea Cliff Way)	- Near existing goat trails to beach - Not used for crossing today due to elevations, but likely would be used if facilities existed	- Adjacent to site recommended by City (7th/8th) - Adjacent to site recommended by 2 Council members (6th)	- Alley with no on-street parking - Off-street parking 2 blocks away at Del Mar Shores Park	- No known regulatory feasibility issues	- No anticipated noise impacts	Advance 1 OC in 6th/7th/8th area for further PDT review
20	6th Street OC	Overcrossing	- May require disturbing native bluffs - Planned DMB5 wall can be incorporated	- Feasible with structure spanning rail - Connects to proposed east side trail	- Good elevation for overcrossing (~30ft above rail) minimizes visual impacts	- Provides connectivity benefit by closing large gap between existing rail crossings - Good connectivity to existing network - Connects to existing DG trail (7th to Sea Cliff Way)	- Near existing goat trails to beach - Not used for crossing today due to elevations, but likely would be used if facilities existed	- Site recommended by 2 Council members	- On-street parking - Off-street parking 2.5 blocks away at Del Mar Shores Park	- No known regulatory feasibility issues	- No anticipated noise impacts	Advance 1 OC in 6th/7th/8th area for further PDT review
21	Sea Cliff Way OC	Overcrossing	- Slide/fill area feasible for stairs to beach with wall	- Alley with narrow ROW - Feasible with tall structure spanning rail - Connects to proposed east side trail	- Good elevation for overcrossing (~35ft above rail) minimizes visual impacts - Narrow alley poses more visual impacts to adjacent properties than streets	- Provides connectivity benefit by closing large gap between existing rail crossings - Good connectivity to existing network - Connects to existing DG trail (7th to Sea Cliff Way)	- Near existing goat trails to beach - Not used for crossing today due to elevations, but likely would be used if facilities existed	- Not included in prior key studies or recommendations	- Alley with no on-street parking - Off-street parking 3 blocks away at Del Mar Shores Park	- No known regulatory feasibility issues	- No anticipated noise impacts	Eliminate: Very limited parking, narrow alley ROW
22	4th Street OC	Overcrossing	- Fill area feasible for stairs to beach - Existing wall can be incorporated & reinforced	- Feasible with tall structure spanning rail - Connects to proposed east side trail	- High east elevation (~50 ft above rail) and lack of landing space would require large, visually impactful structure	- Provides connectivity benefit by closing large gap between existing rail crossings - Good connectivity to existing network - Connects to proposed east side trail	- Not used for crossing today due to elevations, but likely would be used if facilities existed	- Site recommended by 1976 Community Plan	- On-street parking - Off-street parking 4.5 blocks away at Del Mar Shores Park	- No known regulatory feasibility issues	- No anticipated noise impacts	Eliminate: Visual impacts, very limited parking

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23	Bluff Repair Area OC (~700ft South of 4th Street)	Overcrossing	- Fill area feasible for stairs to beach - Existing wall can be incorporated & reinforced	- Requires improvements to 700ft trail connecting to 4th St - Feasible with tall structure spanning rail	- High east elevation (~65 ft above rail) and lack of landing space would require large, visually impactful structure	- Provides connectivity benefit by closing large gap between existing rail crossings - Good connectivity to existing network - Connects to 4th St & proposed east side trail	- Not used for crossing today due to elevations, but may be used if facilities existed	- Not included in prior key studies or recommendations	- On-street parking 2 blocks away at 4th - Off-street parking 6 blocks away at Del Mar Shores Park	- No known regulatory feasibility issues	- No anticipated noise impacts	Eliminate: Visual impacts, very limited parking
24	Bluff Repair Area West Side Access (~700ft South of 4th Street)	West Side Access (No Rail Crossing)	- Repair work (wall/grading) provides feasible opportunity	- N/A, west side only	- Likely to have little visual impact	- Encourages pedestrian activity on unstable west bluff trails	- Some pedestrian activity along west bluffs	- Not included in prior key studies or recommendations	- N/A, west side only	- No known regulatory feasibility issues	- No anticipated noise impacts	Eliminate: Encourages use of west bluff trails
25	Anderson Canyon OC	Overcrossing	- Fill area feasible for stairs to beach - Existing wall can be incorporated & reinforced	- Footprint impacts to Del Mar Park Preserve - High elevation from Preserve (~65ft above rail) requires large structure with major impacts to canyon and visual resources	- High elevation from Preserve (~65ft above rail) would require large, visually impactful structure	- Poor connectivity to pedestrian network and destinations. Would be accessible via Del Mar Park Preserve	- Not used for crossing today due to elevations, but may be used if facilities existed	- Not included in prior key studies or recommendations	- On-street parking on Camino Del Mar - No off-street parking nearby	- Potential environmental constraints in Anderson Canyon, Del Mar Park Preserve & surrounding bluffs	- No anticipated noise impacts	Eliminate: Visual impacts, low connectivity benefits, very limited parking, potential impacts to bluffs/ESA
26	Anderson Canyon West Side Access	West Side Access (No Rail Crossing)	- Planned DMB5 would provide feasible opportunity	- N/A, west side only	- Likely to have little visual impact	- Encourages pedestrian activity on unstable west bluff trails	- Some pedestrian activity along west bluffs	- Not included in prior key studies or recommendations	- N/A, west side only	- No known regulatory feasibility issues	- No anticipated noise impacts	Eliminate: Encourages use of west bluff trails
27	North Torrey Pines Road OC North Abutment	Overcrossing	- Feasible (current work area subject to fill & grading)	- Feasible on north abutment west slope, adjacent to roadway bridge (current work area subject to fill & grading)	- More visual impact than undercrossing, but will be adjacent to existing roadway bridge	- Mobility needs not as critical as Del Mar bluffs area - Connects to North Torrey Pines Rd, newly redone bridge with sidewalks	- Frequent crossing & pedestrian activity area	- Site recommended by 1995 TRAC study	- Close to state beach parking	- No known regulatory feasibility issues	- No anticipated noise impacts	Eliminate: Mobility needs not as critical as Del Mar bluffs area
28	North Torrey Pines Road UC + North Abutment Path	Undercrossing	- Feasible with box culvert (current work area subject to fill & grading)	- Feasible with box culvert (current work area subject to fill & grading)	- Likely to have little visual impact	- Mobility needs not as critical as Del Mar bluffs area - Connects beach to North Torrey Pines Rd	- Frequent crossing & pedestrian activity area	- Site recommended by 1995 TRAC study	- Close to state beach parking	- No known regulatory feasibility issues	- No anticipated noise impacts	Eliminate: Mobility needs not as critical as Del Mar bluffs area
29	North Torrey Pines Road South Abutment Path	West Side Access (No Rail Crossing)	- Feasible along west embankment	- N/A, west side only	- Likely to have little visual impact	- Mobility needs not as critical as Del Mar bluffs area - Connects beach to North Torrey Pines Rd crossing over rail, which is newly redone with sidewalks	- Frequent crossing & pedestrian activity area	- Site recommended by 1995 TRAC study	- Close to state beach parking	- No known regulatory feasibility issues	- No anticipated noise impacts	Eliminate: Mobility needs not as critical as Del Mar bluffs area