

Introduction to the Pacific Highlands Ranch Transportation and Public Facility Phasing Plan

Proposition C (Ordinance Number O-19979) was approved by the voters on November 2, 2010. Proposition C removed a development timing restriction, subject to approval of a revised, clearer, integrated and stronger Transportation and Public Facility Financing Plan. Proposition C mandates that the issuance of building permits for new development shall be contingent on meeting facilities thresholds set in the General Plan.¹ The adopted Pacific Highlands Ranch Sub-area Plan (community plan) identifies threshold ranges for certain facilities and is a part of the Land Use Element of the General Plan. Additional improvements and mitigation measures are identified in the Master EIR and Development Agreement and shall be provided per those documents.² Section 4.5 of the Development Agreement limits mitigation to that identified in the Master EIR, unless further required environmental review identifies additional mitigation measures. Facility thresholds may apply differently to residential and non-residential development, as the requirements differ between these land uses. If thresholds are not met, building permits subject to those thresholds cannot be issued. The purpose is to assure that the new development and the public facilities funded by this plan are provided concurrently per required thresholds.

Public facilities and transportation facilities solely funded by and located within Pacific Highlands Ranch must be fully developed, opened and operational at required thresholds. Facilities located outside of Pacific Highlands Ranch may be deemed assured per applicable criteria. For facilities that are triggered near or at the end of the community's build-out, sufficient building permits should be contingent on facilities being completed to assure the protection required by Proposition C of linking development and building permit issuance. The cash flow for this plan must be adequate to provide all the facilities at all of the required thresholds.

Several public facilities located within Pacific Highlands Ranch receive funding from communities other than Pacific Highlands Ranch (community park, library, recreation center). FBA fees collected in Pacific Highlands Ranch cannot fund the building of these facilities solely and fully. These shared facilities may be completed in micro-phases (acquiring the site, designing the facility and building sequential portions of facility) with funding from Pacific Highlands Ranch and as funding becomes available from other communities that require and benefit from the facilities. Micro-phasing considers available cash flow, consistency with intent of Proposition C and a spatial and temporal relationship to adjacent development phasing. For public facilities (community pool) and transportation facilities located outside of Pacific Highlands Ranch that have mixed funding sources, or are subject to approval by a lead agency other than the City (Caltrans projects), the obligation for issuing building permits is to assure the funding by the thresholds only, or as required by the Master EIR and Development Agreement.

¹ This is only a brief summary of Proposition C. Refer to the complete text of Ordinance Number O-19979 in Appendix C.

² The Master EIR Mitigation, Monitoring and Reporting Program; Transportation Phasing Plan, inclusive of the determination regarding the SR-56 widening project dated September 20, 2011; and Development Agreement are included as Appendices D, B and A, respectively.

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The Pacific Highlands Ranch Community Park is a priority for the communities of Pacific Highlands Ranch, Del Mar Mesa and Carmel Valley. While no funding is provided by Carmel Valley, athletic facilities in that community are heavily used, including by residents of Pacific Highlands Ranch, pending completion of its future community park. Additionally, the community park is a vital amenity for the mixed-use village center in Pacific Highlands Ranch, which will be the focal point of the community. The community's desire is for the community park to be advanced and also serve as the interim second neighborhood park, with McGonigle Canyon Neighborhood Park to be the third and final park completed in Pacific Highlands Ranch. Should the City subsequently choose not to allow the community park to be advanced, McGonigle Canyon Neighborhood Park may be provided as the second park at the same permit thresholds following an administrative amendment to this plan, subject to review and approval of the Director of Development Services, with written findings explaining the change in the community's park prioritization.

The cash flow in the Public Facilities Financing Plan programs facilities at certain fiscal years based on a forecast for development absorption. All of the facilities included in the cash flow are required as part of implementing the Pacific Highlands Ranch Sub-area Plan. Cash flow programming may differ from General Plan thresholds. This Plan represents the best available forecast of development absorption available at the time of its preparation. It also represents the priorities of the community for phasing its facilities, consistent with the adopted Pacific Highlands Ranch Sub-area Plan, other required facilities mitigation and Proposition C. This Plan is expected to require calibrations over the approximately 20-year remaining build-out of the community. It should be reviewed annually.

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PHASE ONE: Startup Phase for Subarea III / Del Mar Heights Road

The following improvements are to be assured to the satisfaction of the City Engineer before development is authorized in this phase.¹ Approved Project or Subarea III Development: 650 equivalent DU.^{3,8}

Proposed Access Improvements:

PROJECT NO.	FACILITY	LOCATION	DESCRIPTION OF REQUIRED IMPROVEMENT	STATUS¹³
T-3	Del Mar Heights Road	Westerly of Subarea boundary to intersection with Carmel Valley Road.	Extend as 2 lanes of a 4 lane major to development areas. Provide ½ of the ultimate street improvement.	Assured. ^{1a}
T-1.1	State Route 56	Within Subarea III.	Right-of-Way in Subarea III is assured ⁵ , excluding right-of-way for the third interchange (project has been deleted).	Assured. ^{1a}

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<p>PHASE TWO: Dual Freeway Completion/State Route 56 Freeway The following improvements are to be assured to the satisfaction of the City Engineer before development is authorized in this phase.¹ Approved Project or Subarea III Development: 1,250 DU + Private High School + Neighborhood Commercial (50,000 SF).⁸ Cumulative Totals: 1,900 DU + Private School + 50,000SF Neighborhood Commercial</p>				
<p>Proposed Access Improvements:</p>				
PROJECT NO.	FACILITY	LOCATION	DESCRIPTION OF REQUIRED IMPROVEMENT	STATUS ¹³
T-1.1	State Route 56	Between I-5 and I-15.	Connected through as a 4-lane freeway.	Assured. ^{1a}
T-3	Del Mar Heights Road	Westerly of Subarea boundary to intersection with Carmel Valley Road.	Widen to 4 lanes.	Assured. ^{1a}
T-4.2	Carmel Valley Road	Within Pacific Highlands Ranch.	Improve to 4 lanes, where appropriate, to provide access to development.	Assured to approximately Lopenia Meadows Place. ^{1a}
T-1.6	State Route 56	At I-15	East to north loop ramp; east to south right turn lane; and add southbound on ramp lane.	Assured. ^{1a}
T-2	Del Mar Heights Road	At I-5	West to northbound I-5 right turn lane.	Assured. ^{1a}
T-11.2	Black Mountain Road	At Park Village Drive	Intersection improvements (dual northbound to westbound left turn lanes or southbound right turn lane).	Assured. ^{1a}
<p>Threshold Condition Regarding Status of Fire Station 47: This phase may be satisfied in the following increments: (i) First 550 DUs – Prior to Council Approval of a Reimbursement Agreement; (ii) next 75 DUs – After Council Approval of a Reimbursement Agreement; (iii) next 175 DUs – After Start of Construction; (iv) next 150 DUs – After 50% Construction Complete; (v) next 300 DUs – After 100% Construction Complete.</p>				Assured. ^{1a}

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PHASE THREE: Neighborhood Park (Gonzales Canyon)				
The following improvements are to be assured to the satisfaction of the City Engineer for transportation facilities and to the satisfaction of the Director of Development Services for all other public facilities before development is authorized in this phase. ¹ Approved Project or Subarea III Development: 1,500 DU + Neighborhood Commercial (100,000 sf). ⁸ Cumulative Totals: 3,400 DU + Private High School + 150,000sf Neighborhood Commercial				
Proposed Access & Facility Improvements:				
PROJECT NO.	FACILITY	LOCATION	DESCRIPTION OF REQUIRED IMPROVEMENT	STATUS¹³
T-4.2	Carmel Valley Road ⁷	From SR-56 to Del Mar Heights Road.	Widen to six lanes.	Remaining/Not Assured.
T-13	Via de la Valle	Between San Andres and El Camino Real east.	Improve to four lanes.	Assured. ^{1c}
T-12	El Camino Real	Between Half Mile Drive and Via de la Valle.	Improve to major four-lane street.	Remaining/Not Assured.
T-4.2	Carmel Valley Road	Between Del Mar Heights Road and Black Mountain Road.	Improve to four lanes.	Remaining/Not Assured.
	Camino Del Sur ¹²	From Carmel valley Road to Carmel Mountain Road.	Widen to four lanes (Camino Del Sur/SR-56 diamond interchange).	Assured. ^{1a, 12}
T-1.2	State Route 56	From I-5 to one mile east of the Carmel Valley Road interchange.	Widen to six lanes.	Assured. ^{1f}
Threshold Condition Regarding Status of Gonzales Canyon Neighborhood Park (P-1): This park must be completed and opened. ⁶ This threshold condition does not apply to non-residential land uses.				Remaining/Not Assured.
Threshold Condition Regarding Status of Hiking and Biking Trails: Construct or bond trails adjacent to or within development units proceeding within Phase Three, per map conditions of approval.				Remaining/Not Assured.

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PHASE FOUR “A”: Build out of Subarea III (Pacific Highlands Ranch).¹⁶

The following transportation improvements are to be assured to the satisfaction of the City Engineer before development is authorized in this phase.¹

Approved Project or Subarea III Development: 1,600 DU + Neighborhood Commercial (150,000 SF) + Commercial Office.⁸ Cumulative Totals: 5,000 DU + Private High School + 300,000sf Neighborhood Commercial + Commercial Office.

Proposed Access Improvements:

PROJECT NO.	FACILITY	LOCATION	DESCRIPTION OF REQUIRED IMPROVEMENT	STATUS ¹³
	Camino Del Sur ¹²	From Carmel Valley Road to Carmel Mountain Road	Widen to six lanes.	Remaining/Not Assured.
	Black Mountain Road	State Route 56 to Mercy Road.	Widen to six lanes.	Remaining/Not Assured.
	I-15	From State Route 56 to Mercy Road.	HOV lane extension.	Assured. ^{1a}
	I-5	From Del Mar Heights to Birmingham.	Add HOV lanes.	Remaining/Not Assured.
T-1.2	State Route 56	From I-5 to I-15.	Widen to six lanes.	Assured. ^{1f}

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PHASE FOUR “B”: Build out of Subarea III (Pacific Highlands Ranch).¹⁶				
The following public facility improvements are to be assured to the satisfaction of the Director of Development Services before development is authorized as described in the sub-phases. ^{9,10,14,15} Approved Project or Subarea III Development: 1,600 DU + Neighborhood Commercial (150,000 SF) + Commercial Office. ⁸ Cumulative Totals: 5,000 DU + Private High School + 300,000sf Neighborhood Commercial + Commercial Office.				
Proposed Facility Improvements:				
PROJECT NO.	FACILITY	LOCATION	DESCRIPTION OF REQUIRED IMPROVEMENT	STATUS¹³
P-3.1	Community Park	Pacific Highlands Ranch Community Park site	Acquisition, design, develop, and open community park.	Remaining/Not Assured.
Community Park Sub-Phasing: By 3,800 DU Open the park. ¹⁴				Remaining/Not Assured.
P-3.3	Swimming Pool	Black Mountain Ranch Community Park	Design, construct, and open swimming pool complex with 25m x 25yd pool.	Assured. ⁹
L-1	Library & Village Green	Village Center in civic use area	Design, construct, and open 18,000sf library.	Remaining/Not Assured.
Library Sub-Phasing: By 4,900 DU: Build and open the library.				Remaining/Not Assured.
P-2	Neighborhood Park #2 ¹⁰	McGonigle Canyon	Acquisition, design, develop , and open neighborhood park.	Remaining/Not Assured.
Neighborhood Park #2 Sub-Phasing: By 4,900 DU: Open the completed park.				Remaining/Not Assured.
P-3.2	Recreation Building	Pacific Highlands Ranch Community Park site	Design, construct, and open 17,000sf recreation building.	Remaining/Not Assured.
Recreation Building Sub-Phasing: By 3,800 DU: Build and open the recreation building. ^{14,15}				Remaining/Not Assured.
Threshold Condition Regarding Status of Hiking and Biking Trails: Construct or bond trails adjacent to or within development units proceeding within Phase Four “B”, per map conditions of approval and all other remaining trails not otherwise required in prior phases prior to issuing permits for more than 4,900 DU.				Remaining/Not Assured.

Footnotes to Transportation and Facility Phasing Plan:

- ¹ Before development is authorized in each phase, the transportation improvements listed in the right column must meet one of the following conditions to the satisfaction of the City Engineer:

 - a) Improvement must be completed and open to traffic.
 - b) Improvement must be under contract.
 - c) Improvement must be bonded.
 - d) Improvement must be scheduled for construction in the City CIP for the year in which building permits are requested.
 - e) Improvements must be programmed for construction in the STIP for the year in which building permits are requested.
 - f) Fair share payment for improvement is made per mitigation required in accordance with the Master Environmental Impact Report for Pacific Highlands Ranch.
- ² It should be noted that this plan is intended to serve as a guideline for the sequential development of street and facility improvements. Because the geographic order of development is not certain, it will be necessary to regularly review and revise this phasing plan in order to reflect the current land development proposals and actual trip generation rates and trip distribution. Any technical studies associated with updating /revising the transportation component of the phasing plan cannot be funded by the FBA.
- ³ The 650 equivalent dwelling units include a maximum of 50 EDUs for the administrative facilities of the private high school.
- ⁴ The Transportation and Facility Phasing Plan assumes that State Route 56 will be implemented as shown in this Public Facilities Financing Plan.
- ⁵ Right-of-way is assured to the satisfaction of the City Engineer by either of the following:

 - a) Acquisition
 - b) Successfully entering into a purchase agreement, or by
 - c) Initiating the condemnation process.
- ⁶ This Neighborhood Park (P-1) requirement is to be satisfied by being completed and open to the public before residential permits beyond 1,900 (Phase Two) DUs may be issued.
- ⁷ The Transportation Phasing Plan contained in the Traffic Study Report, cited in the footnote 4 above, inadvertently refers to Carmel Valley Road between SR-56 and the intersection of Del Mar Heights Road as Camino Santa Fe. It has subsequently been determined that the northerly limits of Camino Santa Fe will terminate at SR-56. Also, Camino Santa Fe has been re-designated as Little McGonigle Ranch Road south of SR-56.
- ⁸ The amount of development approved for each phase of the Transportation and Facility Phasing Plan is not cumulative. To determine the cumulative total, one must add the amounts shown in each phase of the plan. Cumulative totals are referenced separately.
- ⁹ The swimming pool is deemed assured by the fair share contribution from Pacific Highlands Ranch and is programmed in the PFFP cash flow.
- ¹⁰ This Neighborhood Park (P-2) requirement is to be satisfied at 4,900 cumulative DUs in Phase Four "B". Permits beyond 4,900 DUs shall not be issued until the facility is constructed and open. Refer also to the introductory narrative regarding this park and the community park.
- ¹¹ The non-transportation component of the phasing plan was developed by the Proposition C Implementation Working Group in conjunction with City staff in order to implement the Proposition C Ballot Measure, passed in November 2010 (O-19979). The plan is intended to serve to implement Proposition C to provide for the orderly development and timely availability of community-serving infrastructure. Since the pace and order of land development and resultant housing units is not certain, it will be necessary to regularly review and revise the non-transportation component of the phasing plan in order to reflect population growth as it occurs over time.
- ¹² At the start of Phase Three and Four for residential units which are served by existing streets, improvements to Camino Del Sur (south of SR-56) will not be required to be assured, in order to obtain building permits.
- ¹³ Threshold status is up to date as of January 2012.

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- ¹⁴ If the community park is built as the last of three parks instead of the second (refer to the introductory narrative of the plan on page B-3), then the recreation building permit threshold will be correspondingly shifted to be concurrent with the community park.
- ¹⁵ If the community park is built as the second of three parks by 3,800 cumulative residential permits, but the City chooses not to allow the recreation building to be built and completed concurrently with the community park, then the recreation building shall be completed before 4,900 cumulative residential permits are issued. This change may be processed as an administrative amendment, subject to the review and approval of the Director of Development Services, with written findings explaining the change in the recreation building's prioritization.
- ¹⁶ Phase Four "A" applies to transportation projects and runs concurrent with Four "B", which includes the public facilities.