SORRENTO HILLS
PUBLIC FACILITIES FINANCING PLAN

FISCAL YEAR 1997

JANUARY 1997

(R-97-823)

RESOLUTION NUMBER R- 288441

ADOPTED ON MAR 17 1997

WHEREAS, City Council Policy 600-7 requires the Planning Commission to schedule concurrent public hearings to consider revisions to the Progress Guide and General Plan and any Community Plan in order to retain consistency between such plans; and

WHEREAS, the Planning Commission held concurrent public hearings on February 20, 1997, to consider amendments to the Sorrento Hills Community Plan, the Progress Guide and General Plan and North City Local Coastal Program (referred to herein collectively as "Plan Amendments"); and

WHEREAS, the Planning Commission also held a public hearing on February 20, 1997, to consider an amendment to the existing Sorrento Hills Public Facilities Financing Plan; and

WHEREAS, the Planning Commission approved and recommended adoption by the City Council of the Plan amendments and the amendment to the Sorrento Hills Public Facilities Financing Plan; and

WHEREAS, the amendment to the Sorrento Hills Community Plan may modify portions of the existing North City Local Coastal Program adopted on March 31, 1981, by Resolution No. R-253933; and

WHEREAS, the City Council has reviewed the proposed amendments and heard additional public testimony; NOW, THEREFORE,

BE IT RESOLVED, by the Council of The City of San Diego that:

1. The City Council hereby approves that document entitled the Sorrento Hills

Public Facilities Financing Plan, a copy of which is on file in the office of the City Clerk as Document No. RR-288441-1, and rescinds the existing Sorrento Hills Public Facilities Financing Plan previously adopted by the City Council by Resolution R-285095 on December 6, 1994.

2. The City Council hereby approves the Sorrento Hills Community Plan, a copy of which is on file in the office of the City Clerk as Document No. RR-288441-2, and rescinds the existing Sorrento Hills Community Plan previously adopted by the City Council by Resolution R-285095 on December 6, 1994.

3. The City Council hereby approves the amendment to the Progress Guide and General Plan for The City of San Diego to incorporate the above-described Sorrento Hills Community Plan amendment.

4. The City Council hereby approves the amendment to the North City Local Coastal Program for The City of San Diego to incorporate the above-described Sorrento Hills Community Plan amendment.

5. The Community and Economic Development Department is hereby authorized to submit the amendment to the North City Local Coastal Program to the California Coastal Commission to comply with the California Coastal Act of 1976.

6. The City Council finds that this comprehensive update of the Plan is consistent with the City's adopted Regional Growth Management Strategy, and directs the City Clerk to transmit a copy of this resolution to the San Diego Association of Governments in its capacity as the Regional Planning and Growth Management Review Board.

7. The Plan amendments will become effective within the coastal zone upon

California Coastal Commission certification of the amendment to the North City Local Coastal Program.

APPROVED: CASEY GWINN, City Attorney

By Prescilla Dugard

Prescilla Dugard
Deputy City Attorney

PD:cdk
02/10/97
Or.Dept:Dev.Svcs.
Case 95-0554
R-97-823
Reviewed by John Fisher

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SORRENTO HILLS
PUBLIC FACILITIES FINANCING PLAN

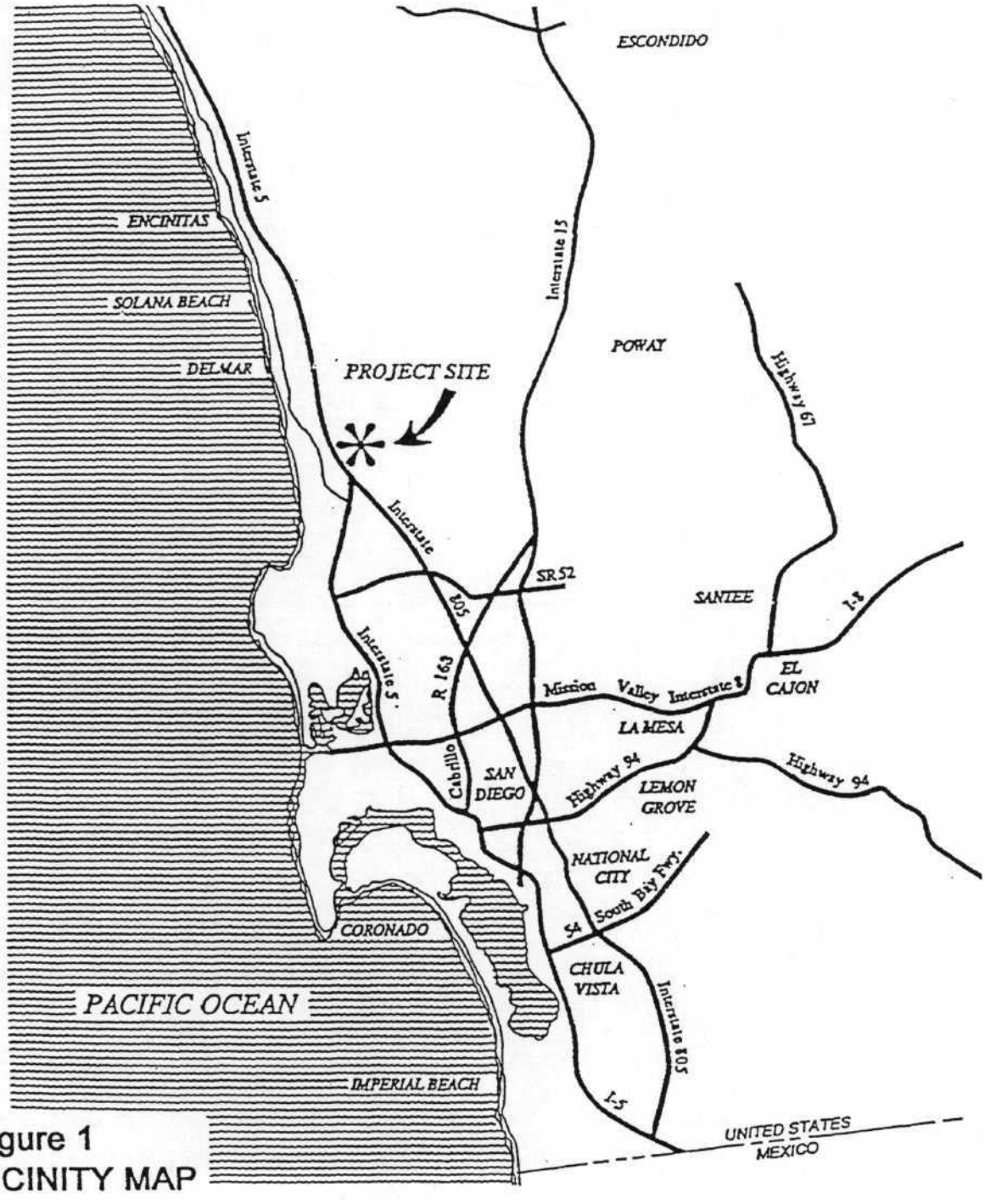


Figure 1
VICINITY MAP

I. INTRODUCTION

Financing of public facilities needed to accommodate the Sorrento Hills Community Plan will be accomplished in two ways. Improvements typically associated with specific developments will be financed through subdivision agreements between the individual developer and the City of San Diego, Public facilities of a regional nature which benefit areas beyond the Sorrento Hills Community Plan will be financed by means of a development agreement between the property owners within the Sorrento Hills Community Plan and the City of San Diego.

Development Agreement

On May 15, 1989, the San Diego City Council adopted Ordinance NO. 0-17300 (effective on June 14, 1989) approving a Development Agreement between the developers of the Sorrento Hills Community Plan and the City. The agreement details the Sorrento Hills portion of costs for regional facilities shared with Phase 1 (North) and Phase 2 (South) of the Carmel Valley Community Plan. The Development Agreement allows a range of different land uses to be developed throughout the plan area, provided traffic thresholds are not exceeded.

Scope of Report

San Diego City Council Policy 600-28 requires a Facilities Financing Program to be approved for developments in planned urbanizing areas. The most recent update to the Sorrento Hills Community Plan was adopted by the City Council as Resolution No. 285095-2 on December 6, 1994. In compliance with Council policy, the Sorrento Hills Public Facilities Financing Plan was also

revised and adopted by the City Counsel on December 6, 1994, by Resolution R-285095-1.This report constitutes a revision to the prior Public Facilities Finance Plan by incorporating the proposed land use changes known as the Torrey Hills Project. It sets forth the major public facilities which will be needed over the next six years (1997-2002) when substantial buildout of the Sorrento Hills community is expected. The report also identifies the sources of funds needed to finance the needed facilities.

This Sorrento Hills Public Facilities Finance Plan is based on the land use plan detailed in the latest, revised community plan (Draft December 1996) and the conclusions of the Traffic Impact Analysis for Torrey Hills dated June 1996, with supplemental information dated December 1996. Approval of these companion documents by the City Council is pending. The Engineering and Development staff of the City has reviewed and approved these documents.

II. PUBLIC FACILITIES FINANCING PLAN

Development Forecast and Analysis

The Sorrento Hills Community Plan consists of single and multi-family residential, office, commercial, industrial and open space land uses. Table 1 provides a Development Schedule for these various land uses. Development of Sorrento Hills has been divided into "sections" which are consistent with the Development Agreement.

TABLE 1

DEVELOPMENT SCHEDULES FOR SORRENTO HILLS

	Traffic Generation Factor	Units	ADT	Units	ADT
Section I-IV (FY 1996-1998)					
Single-Family Residential	10/DU	750	7,500	750	
Multi-Family Residential	8/DU	340	2,720	340	
Corporate Office	15/KSF	267,000	4,005	267,000	
Professional Office	20/KSF	312,000	6,240	312,000	
Industrial	15/KSF	323,000	4,845	323,000	
Retail Commercial	72/KSF	3,000	216	3,000	
Park	50/Acre	14.5	725	14.5	
	TOTAL ADT		26,251		26,251
Section V (FY 1998-2000)					
Single-Family Residential	10/DU	465	4,650	1,215	
Multi-Family Residential	8/DU	310	2,480	650	
Corporate Office	15/KSF	36,400	546	303,400	
Professional Office	20/KSF	163,000	3,260	475,000	
Visitor Serving Commercial	20/KSF	36,580	732	36,580	
Retail Commercial	72/KSF	117,000	8,424	120,000	
School	60/Acre	4	240	4	
	TOTAL ADT		20,332		46,583
Section VI (FY 2001)					
Single-Family Residential	10/DU	119	1,190	1,334	
Corporate Office	15/KSF	136,666	2,050	440,066	
Professional Office	20/KSF	239,000	4,780	714,000	
	TOTAL ADT		8,020		54,603

TABLE 1 (Continued)

DEVELOPMENT SCHEDULES FOR SORRENTO HILLS

	Traffic Generation Factor	Units	ADT	Units	ADT
Section VII (FY 2002)					
Multi-Family Residential	8/DU	120	960	770	
Professional Office	20/KSF	236,000	4,720	950,000	
Industrial	15/KSF	77,000	1,155	400,000	
Retail Commercial	72/KSF	50,000	3,600	170,000	
	TOTAL ADT		10,435		65,038

Future Public Facility Needs

To accommodate development of the Sorrento Hills Community Plan, public facilities are required for transportation, parks and recreation, police, and sewer services. The locations of these projects are shown in Figure 2 and described in Table 2. Funding sources and financing details are provided in the following Capital Improvements Program project sheets.

The most significant public facilities needed to implement the plan are transportation facilities. In order to comply with the Development Agreement, land uses were selected to ensure that currently planned transportation facilities would be adequate.

In general, the Development Schedule presented in Table 1, for Sections I through VII, maintains the same transportation improvements as the adopted Sorrento Hills development schedule. However, overall development intensity has been reduced, with a corresponding reduction in external trips and peak hour traffic impacts.

Public Facilities Financing

On May 15, 1989, the City Council adopted the Sorrento Hills Development Agreement by Ordinance No. 0-17300. The Development Agreement assures that adequate public facilities are provided as needed by the community. The agreement includes only projects whose costs are shared with the Carmel Valley community. Table 2 identifies these projects by indicating the "other" funding source as the Carmel Valley Facilities Benefit Assessment for Phase 1 (North) and Phase 2 (South). In addition, the Project Engineering Sheets in

Part IV of this report cross-references the Carmel Valley project numbers. As indicated in the Development Agreement, the Sorrento Hills portion of these shared projects is a fixed percent of the actual project cost. However, due to part or all of the Sorrento Hills park requirements being met by the development of the Torrey Hills Neighborhood Park (48-12D) in the Sorrento Hills Community, Sorrento Hills contributions to the Carmel Valley Community Park-South (48-12A-1,12A-2 AND 12A-3) and the Neighborhood Park-Carmel Valley Neighborhood 10 (48-12C) projects may be adjusted based on fair-share criteria for population based parks.

The financial assurance for other needed projects will be provided through subdivision agreements as the Sorrento Hills community develops.

III. TRANSPORTATION PHASING PLAN

An analysis of the traffic related impacts of the Sorrento Hills plan has been made. The results are presented in the Traffic Impact Analysis for Torrey Hills prepared for AG Land Associates, LLC by Kimley-Horn and Associates, Inc. The analysis is dated June 7, 1996, and was revised to incorporate various City and applicant revisions in December 1996. The Traffic Impact Analysis, including revisions, is included in this Public Facilities Plan as Appendix A. The updated traffic analysis indicates that development of the Sorrento Hills Community can be implemented within the same phasing of transportation projects as reported in previous facilities financing plans.

A full description of the transportation phasing to implement the Sorrento Hills plan is presented in Table 3. The development thresholds for each section of Table 3 cannot be exceeded prior to assurance, to the satisfaction of the City

Engineer, of the transportation facilities within that section. For example, in Section V (FY 1998-2000) a variety of development can occur (1,865 residential units and 1,257,980 SF of commercial, office, and industrial uses up to 46,583 ADT), but not be exceeded, after transportation facilities in all preceding Sections have been assured. As of December 1996 improvements in Sections I-IV have been assured to the satisfaction of the City Engineer, meaning the development threshold in Section V can be approached, but not exceeded at the present time.

TABLE 2

SORRENTO HILLS FACILITIES PROJECTS

FISCAL YEAR 1997

PROJECT DESCRIPTION					FUNDING SOURCE	
PROJECT NO.		PAGE NO.	FISCAL YEAR OF NEED	ESTIMATED COST (1997)	SUBDIVISION RESPONSIBILITY	DEVELOPMENT AGREEMENT	OTHER
WATER UTILITIES PROJECTS							
48-08	CARMEL MOUNTAIN ROAD SEWER - CONSTRUCT SEWER IN CARMEL MOUNTAIN ROAD AND EL CAMINO REAL FROM NORTH PROJECT BOUNDARY TO EAST PROJECT BOUNDARY	20	1995-2000	$434,000	$434,000		
48-09	CARMEL MOUNTAIN ROAD WATER TRANSMISSION LINE - (FROM I-5 TO THE EASTERN BOUNDARY OF THE COMMUNITY PLAN AREA ALONG THE ALIGNMENT OF CARMEL MOUNTAIN ROAD).	21	1997-2002	$3,848,000			CV-FBA-S $3,848,000
	TOTAL WATER UTILITIES PROJECTS			**$4,282,000**	**$434,000**		**$3,848,000**
TRANSPORTATION PROJECTS							
48-01	EL CAMINO REAL-SOUTH - CONSTRUCT EL CAMINO REAL AS A 6-LANE MAJOR ARTERIAL FROM THE SOUTHERN BOUNDARY OF THE FORMER MUSKIN/LEAHY PROPERTY, SOUTH TO CARMEL MOUNTAIN ROAD	23	1995-1996	COMPLETED			
48-02	CARMEL MOUNTAIN ROAD-CENTRAL - CONSTRUCT CARMEL MOUNTAIN ROAD AS A 4-LANE PRIMARY ARTERIAL BETWEEN I-5 AND EL CAMINO REAL.	24	1995-1996	COMPLETED			
48-03	CARMEL MOUNTAIN ROAD-EAST - CONSTRUCT CARMEL MOUNTAIN ROAD AS A 6-LANE MAJOR ARTERIAL FROM EL CAMINO REAL TO EASTERLY BOUNDARY OF COMMUNITY PLAN.	25	1997-2000	$5,110,920	$5,110,920		
48-05	EL CAMINO REAL FROM CARMEL VALLEY ROAD TO THE SOUTHERN BOUNDARY OF THE FORMER MUSKIN/LEAHY PROPERTY. CONSTRUCT AS A 6-LANE MAJOR ARTERIAL.	26	1995-1996	COMPLETED			

SORRENTO HILLS FACILITIES PROJECTS

FISCAL YEAR 1997

PROJECT DESCRIPTION					FUNDING SOURCE		
PROJECT NO.		PAGE NO.	FISCAL YEAR OF NEED	ESTIMATED COST (1997)	SUBDIVISION RESPONSIBILITY	DEVELOPMENT AGREEMENT	OTHER
48-06	CARMEL MOUNTAIN ROAD-WEST - WIDEN CARMEL MOUNTAIN ROAD TO A 4-LANE MAJOR STREET FROM WEST OF I-5 TO SORRENTO VALLEY ROAD.	27	1995-1996	COMPLETED			
48-07	CARMEL VALLEY ROAD BETWEEN I-5 AND OLD EL CAMINO REAL. WIDEN TO 6-LANE FACILITY	28	1988	COMPLETED			
48-11	TRAFFIC SIGNAL - INSTALL 3-WAY TRAFFIC SIGNAL AT INTERSECTION OF SORRENTO VALLEY ROAD AND CARMEL MOUNTAIN ROAD.	29	1997	$78,000	$78,000		
48-11A	TRAFFIC SIGNAL - INSTALL 3-WAY TRAFFIC SIGNAL AT INTERSECTION OF EL CAMINO REAL AND ARROYO SORRENTO.	30	1997	$90,000	$90,000		
48-11B	TRAFFIC SIGNAL - INSTALL 4-WAY TRAFFIC SIGNAL AT INTERSECTION OF CARMEL MOUNTAIN ROAD, EL CAMINO REAL, AND CARMEL CREEK ROAD.	31	1996	COMPLETED			
48-11C	TRAFFIC SIGNAL - INSTALL 4-WAY TRAFFIC SIGNAL AT INTERSECTION OF CARMEL MOUNTAIN ROAD AND SORRENTO HILLS BLVD. AND VISTA SORRENTO PARKWAY	32	1997	COMPLETED			
48-11D	TRAFFIC SIGNAL - INSTALL 3-WAY TRAFFIC SIGNAL AT INTERSECTION OF SORRENTO VALLEY BOULEVARD AND ROSELLE STREET	33	2000	$100,000	$100,000		
48-14	SR-56 AND CVREP PROPERTY ACQUISITION. THIS PROJECT ACQUIRES THE RIGHT-OF-WAY NECESSARY FOR THE SR-56 AND CVREP MITIGATION AREA EAST TO THE COMMUNITY BOUNDARY.	34	1995-1996	COMPLETED			
48-15	CARMEL MOUNTAIN ROAD AND I-5 INTERCHANGE - CONSTRUCT NEW DIAMOND INTERCHANGE.	35	2000-2005	$14,700,000		$8,820,000	$2,205,000 CV-FBA-N $3,675,000 CV-FBA-S

SORRENTO HILLS FACILITIES PROJECTS

FISCAL YEAR 1997

PROJECT DESCRIPTION					FUNDING SOURCE	
PROJECT NO.		PAGE NO.	FISCAL YEAR OF NEED	ESTIMATED COST (1997)	SUBDIVISION RESPONSIBILITY	DEVELOPMENT AGREEMENT	OTHER
48-16	TRAFFIC SIGNALS AND RAMP WIDENING @ I-5 AND CARMEL VALLEY ROAD	36	1988	COMPLETED			
48-20	ADDITIONAL PROPERTY ACQUISITION FOR I-5/I-805 RIGHT-OF-WAY	37	1997	$600,000		$390,000	CV-FBA-N $210,000
48-22	VISTA SORRENTO PARKWAY - CONSTRUCT VISTA SORRENTO PARKWAY AS A FOUR-LANE MAJOR FROM CARMEL MOUNTAIN ROAD TO SORRENTO VALLEY BLVD.	38	2002-2005	$8,814,494	$8,814,494		
	TOTAL TRANSPORTATION COSTS			**$29,493,414**	**$14,193,414**	**$9,210,000**	**$6,090,000**
PARK AND RECREATION PROJECTS							
48-12A1	COMMUNITY PARK - LAND AQUSITION AND MITIGATION FOR A 20-ACRE PARK .	40	1999-2001	$5,981,904		$550,335*	$5,431,569* CV-FBA-S
48-12A2	COMMUNITY PARK-DESIGN AND CONSTRUCTION OF A 20-ACRE PARK	41	1999/2001	$4,754,976		$437,458*	4,317,518*
48-12A3	COMMUNITY RECREATION BUILDING DESIGN AND CONSTRUCTION	42	2002-2003	$2,500,000	$625,000	$230,000*	$1,645,000*
48-12C	NEIGHBORHOOD PARK - ACQUIRE, DESIGN AND DEVELOP A 10-ACRE PARK TO BE LOCATED IN NEIGHBORHOOD #10.	43	1997-2000	$4,318,000		$397,256*	$3,920,744* CV-FBA-S
48-12D	NEIGHBORHOOD PARK - ACQUIRE, DESIGN, AND DEVELOP A 14-ACRE PARK, TO BE LOCATED IN TORREY HILLS.	44	1998-1999	$8,325,000	$8,325,000		
48-12E	COMMUNITY SWIMMING POOL	45	1996-1998	$2,900,000	$323,400	$133,400*	$2,443,200* CV-FBA (N&S)
	TOTAL PARK AND RECREATION PROJECTS			**$28,779,880**	**$9,273,400**	**$1,748,449**	**$17,758,031**

SORRENTO HILLS FACILITIES PROJECTS

FISCAL YEAR 1997

PROJECT DESCRIPTION					FUNDING SOURCE	
PROJECT NO.	PAGE NO.	FISCAL YEAR OF NEED	ESTIMATED COST (1997)	SUBDIVISION RESPONSIBILITY	DEVELOPMENT AGREEMENT	OTHER
LIBRARY PROJECTS						
48-17 THE 13,000 SF CARMEL VALLEY LIBRARY IS LOCATED IN NEIGHBORHOOD 9 ON A 1.5 ACRE SITE.	48	1993	COMPLETED			
TOTAL LIBRARY PROJECTS				**$0**	**$0**	**$0**
FIRE DEPARTMENT PROJECT						
48-13 FIRE STATION #24 - DESIGN, CONSTRUCT AND FURNISH A NEW 6500 SQUARE FOOT FIRE STATION	47	1993	COMPLETED			
TOTAL FIRE DEPARTMENT PROJECT				**$0**	**$0**	**$0**
POLICE DEPARTMENT PROJECT						
48-21 DESIGN, CONSTRUCT AND FURNISH A POLICE AREA STATION IN THE CARMEL VALLEY COMMUNITY.	49	1998/2000	$7,411,959		$1,386,035*	$4,943,777* CV-FBA-N $1,082,146* CV-FBA-S
TOTAL POLICE DEPARTMENT PROJECT			**$7,411,954**	**$0**	**$1,386,036**	**$6,025,923**
INCIDENTALS						
48-18 INCIDENTALS	51		$150,000		$150,000	
TOTAL INCIDENTALS			**$150,000**		**$150,000**	
GRAND TOTAL			**$70,117,253**	**$23,900,814**	**$12,494,485**	**$33,721,954**

* Estimated only, actual cost sharing to be determined based on fair share criteria.

TABLE 3

TRANSPORTATION PHASING PLAN FOR SORRENTO HILLS

	Traffic Generation Factor	Units	ADT	Cumulative Units	Cumulative ADT	Sorrento Hills Traffic Facility Improvement to be Assured Unless Otherwise Noted[1]
Section I-IV (FY 1996-1998)						1) Complete circulation loop of four lanes of El Camino Real from Carmel Valley Road south to Carmel Mountain Road, and Carmel Mountain Road west to Sorrento Valley Road. Improvements to be as required by Tentative Tract Map. (S.H. Project Nos. 48-01, 48-02, 48-05, and 48-06.
SFDU	10/DU	750	7,500	750		
MFDU	8/DU	340	2,720	340		
Corporate Office	15/KSF	267,000	4,005	267,000		
Professional Office	20/KSF	312,000	6,240	312,000		
Industrial	15/KSF	323,000	4,845	323,000		
Retail Commercial	72/KSF	3,000	216	3,000		2) Install traffic signal at El Camino Real and Carmel Valley Road. (CV-N Project No. 21-18)
Park	50/Acre	14.5	725	14.5		
	TOTAL ADT		**26,251**		**26,251**	3) Install two traffic signals on Carmel Valley Road at Interstate 5 ramp intersections. (CV-N Project No. 21-18)
						4) Widen on-ramps and off-ramps at Interstate 5/Carmel Valley Road interchange. (CV-N Project No. 21-18)
						5) Install traffic signal, Sorrento Valley Road and Carmel Mountain Road. (S.H. Project No. 48-11).
						6) Perform revised computerized travel forecast in conjunction with Carmel Valley, to the satisfaction of the City Engineer.
						7) CIP 52-099.4. Sorrento Valley Rd. - Sorrento Valley Blvd. to 3300 feet northerly.
						8) Widen Carmel Valley Road to six lanes from I-5 to the realigned El Camino Real. (C.V.-N Project Nos. 21-20 and 21-H)
						9) Construct El Camino Real to six lanes from Carmel Valley Road south to Carmel Mountain Road. Construct Carmel Mountain Road to six lanes from El Camino Real west to Sorrento Valley Road (S.H. Project Nos. 48-01, 48-02, 48-05 and 48-06)

TABLE 3 (Continued)

	Traffic Generation Factor	Units	ADT	Cumulative Units	Cumulative ADT	Sorrento Hills Traffic Facility Improvement to be Assured Unless Otherwise Noted[1]
Section I-IV (Continued)						10) CIP 53-032.0. Sorrento Valley Blvd. bridge over Los Penasquitos Channel. 11) CIP 52-304.0. Sorrento Valley Rd. - Sorrento Valley Blvd. to I-805. 12) Widen/construct Carmel Valley Road to six lanes from El Camino to 300 feet east of Carmel Country Road and with four lanes east to the Carmel Valley Boundary. Construct a four-lane road from Carmel Valley Boundary to I-15 (the latter is a Regional Transportation Improvement). OR Construct direct freeway ramp connections (northbound off-ramp and southbound on-ramp) at Interstate Route 5 and Carmel Valley Road and widen I-5 between I-805 and Carmel Valley Road (Regional Transportation Improvement).
Section V (FY 1998-2002)						13) Extend Carmel Mountain Road to eastern Community Plan boundary. This improvement will be tied to the construction of the shopping center in the eastern pprtion of the project. (SH Project No. 48-03) 14) Widen/construct Carmel Valley Road to six lanes from El Camino Real to 300 feet east of Carmel Country Road and with four lanes east to the Carmel Valley boundary. Construct a continuous four lane road from the Carmel Valley boundary east to I-15 (the latter is a Regional Transportation Improvement). AND
SFDU	10/DU	465	4,650	1,215		
MFDU	8/DU	310	2,480	650		
Corporate Office	15/KSF	36,400	546	303,400		
Professional Office	20/KSF	163,000	3,260	475,000		
Visitor Serving Commercial	20/KSF	36,580	732	36,580		
Retail Commercial	72/KSF	117,000	8,424	120,000		
School	60/Acre	4	240	4		
	TOTAL ADT		**20,332**		**46,583**	

TABLE 3 (Continued)

	Traffic Generation Factor	Units	ADT	Cumulative Units	Cumulative ADT	Sorrento Hills Traffic Facility Improvement to be Assured Unless Otherwise Noted[1]
Section V (Continued)						Construct direct freeway ramp connection (northbound off-ramp and southbound on-ramp) between Interstate Route 5 and Carmel Valley Road. (Regional Transportation Improvement). AND Construct freeway ramps at Carmel Mountain Road and Interstate 5. (S.H. Project NO. 48-15)
Section VI (FY 2002-2005)						15) Construct Vista Sorrento Parkway as a four-lane major street to connect Carmel Mountain Road with Sorrento Valley Blvd. 16) Construct subdivision improvements as required by phasing and City Engineer.
SFDU	10/DU	119	1,190	1,334		
Corporate Office	15/KSF	136,666	2,050	440,066		
Professional Office	20/KSF	239,000	4,780	714,000		
	TOTAL ADT		**8,020**		**54,603**	
Section VII (FY 2005)						
MFDU	8/DU	120	960	770		
Professional Office	20/KSF	236,000	4,720	950,000		
Industrial	15/KSF	77,000	1,155	400,000		
Retail Commercial	72/KSF	50,000	3,600	170,000		
	TOTAL ADT		**10,435**		**65,038**	

NOTES:

1. Improvements to be completed, under contract, bonded or scheduled in the City Capital Improvements Program, or programmed in the State Transportation Improvement Program to the satisfaction of the City Engineer before exceeding the allowable levels of development in columns at left side.

2. It should be noted that this plan is intended to serve as a guideline for sequential development of street improvements. Because the geographic order of development is not certain, it will be necessary to review annually and revise this phasing plan in order to reflect current land development

TABLE 3 (Continued)

proposals and actual trip generation rates and trip distribution.

3. All streets within the boundaries of the Community Plan shall be improved to full width as part of the development on adjacent parcels. Traffic signals shall be constructed as required via the Tentative Tract Map.

4. Total permitted ADT by land use can be adjusted so that ADT's are transferred from one land use to another so long as the listed total ADT's from all land use is not exceeded, subject to additional studies as required by City Engineer. The additional studies must evaluate if the uses different from those assumed in this plan invalidate the ADT and/or peak hour traffic calculations and therefore, the phasing of transportation.

5. Thresholds for each section are governed by the issuance of building permits and not the recordation of final maps.

SORRENTO HILLS
PUBLIC FACILITIES FINANCING PLAN

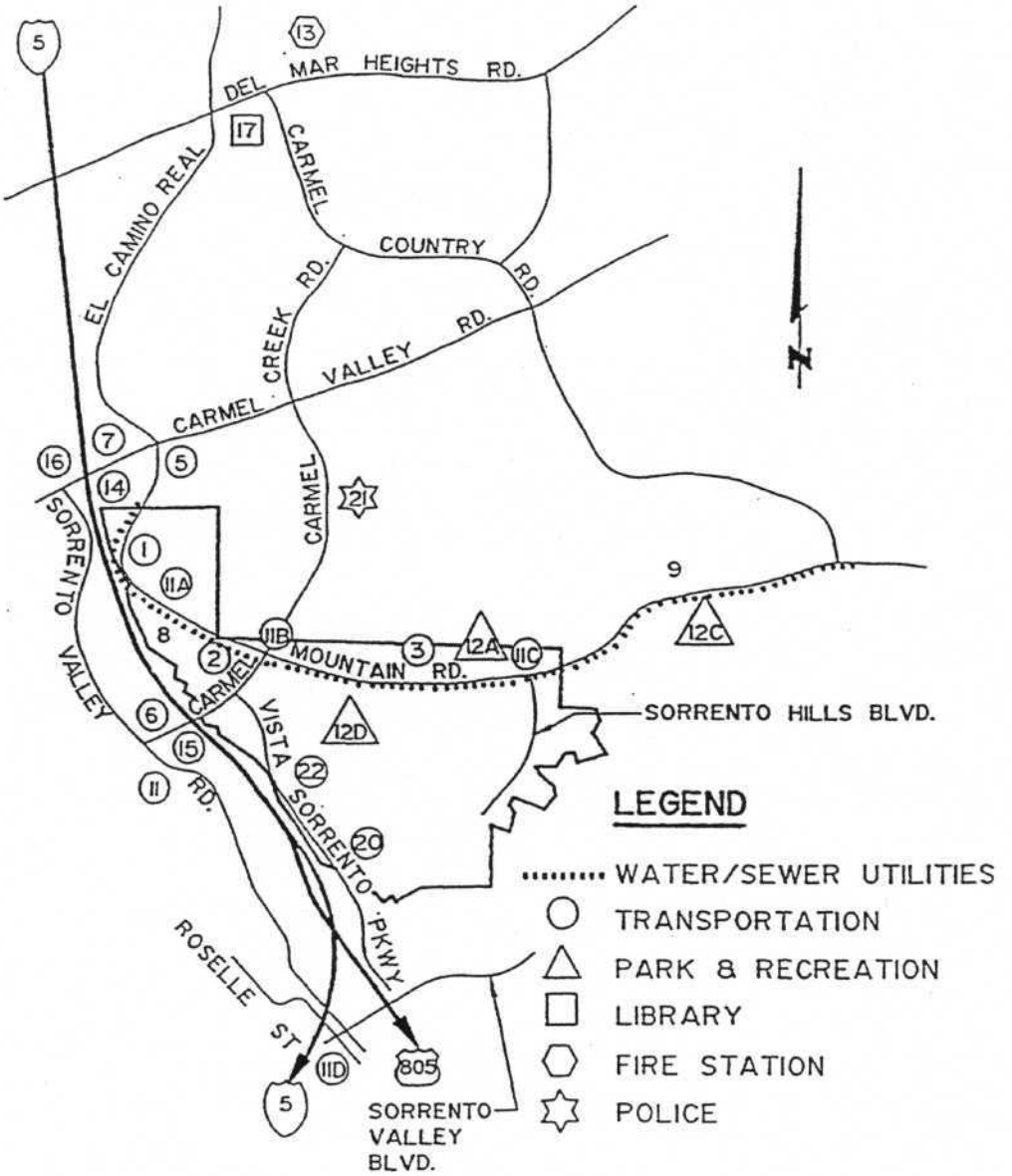


Figure 2
SORRENTO HILLS FACILITIES INDEX MAP

IV CAPITAL IMPROVEMENT PROJECTS

ENGINEERING SHEETS

WATER UTILITIES

CITY OF SAN DIEGO
FACILITIES FINANCING PROGRAM

PROJECT: 48-08
COUNCIL DISTRICT: 1
COMMUNITY: SORRENTO HILLS

TITLE: **SEWER MAIN**
CARMEL MOUNTAIN ROAD/EL CAMINO REAL

DEPARTMENT: WATER UTILITIES
COSTS: LAND
ENGR/CONSTR 434,000

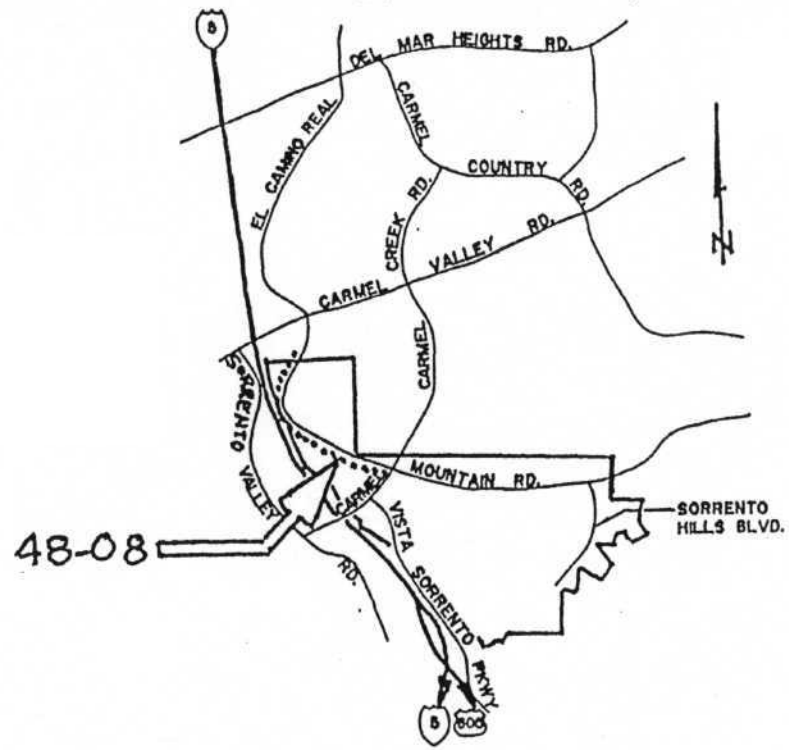
FUNDING:	SOURCE	EXPEN/ENCUM	CONT APPROP	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001	FY 2002
434,000	SUBDIVISION	260,000		126,000			48,000		
				DC			C		
434,000	TOTAL			126,000			48,000		

L=Land Acquisition P=Preliminary Design D=Design C=Construction R=Reimbursement F=Furnishings

DESCRIPTION: THIS PROJECT CONSISTS OF THE CONSTRUCTION OF A SEWER SYSTEM SERVING THE SOUTHERLY PORTION OF SORRENTO HILLS AND PORTIONS OF NEIGHBORHOODS 8A AND 10 IN CARMEL VALLEY SOUTH. PROJECT WILL CONSIST OF APPROXIMATELY 1,200 L.F. OF 12"; 2,800 L.F. OF 15"; AND 5,200 L.F. OF 18" SEWER PIPE IN CARMEL MOUNTAIN ROAD AND EL CAMINO REAL FROM THE EASTERLY BOUNDARY OF THE COMMUNITY TO THE TRUNK SEWER IN CVREP. SUBJECT TO REIMBURSEMENT AGREEMENT WITH BENEFITING PROPERTIES.

JUSTIFICATION: THIS SEWER MAIN IS NEEDED TO ACCOMMODATE THE RESIDENTIAL AND INDUSTRIAL DEVELOPMENT OF THE SORRENTO HILLS AND CARMEL VALLEY SOUTH COMMUNITIES. THIS PROJECT IS CONSISTENT WITH THE COMMUNITY PLAN AND GENERAL PLAN GUIDELINES.

SCHEDULE: DESIGN AND CONSTRUCTION IN FY 1995-2000.



CITY OF SAN DIEGO
FACILITIES FINANCING PROGRAM

PROJECT: 48-09
COUNCIL DISTRICT: 1
COMMUNITY: SORRENTO HILLS

TITLE: **CARMEL MOUNTAIN ROAD WATER TRANSMISSION LINE PHASE II SOUTH OF CARMEL VALLEY ROAD**

DEPARTMENT: WATER UTILITIES - MUNICIPAL
COSTS: LAND
ENGR/CONSTR 3,848,000

FUNDING:	SOURCE	EXPEN/ENCUM	CONT APPROP	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001	FY 2002
3,848,000	CV-FBA-S			114,400	2,000,000		1,000,000		733,600
				D	DC		C		C
3,848,000	TOTAL			114,400	2,000,000		1,000,000		733,600

L=Land Acquisition P=Preliminary Design D=Design C=Construction R=Reimbursement F=Furnishings

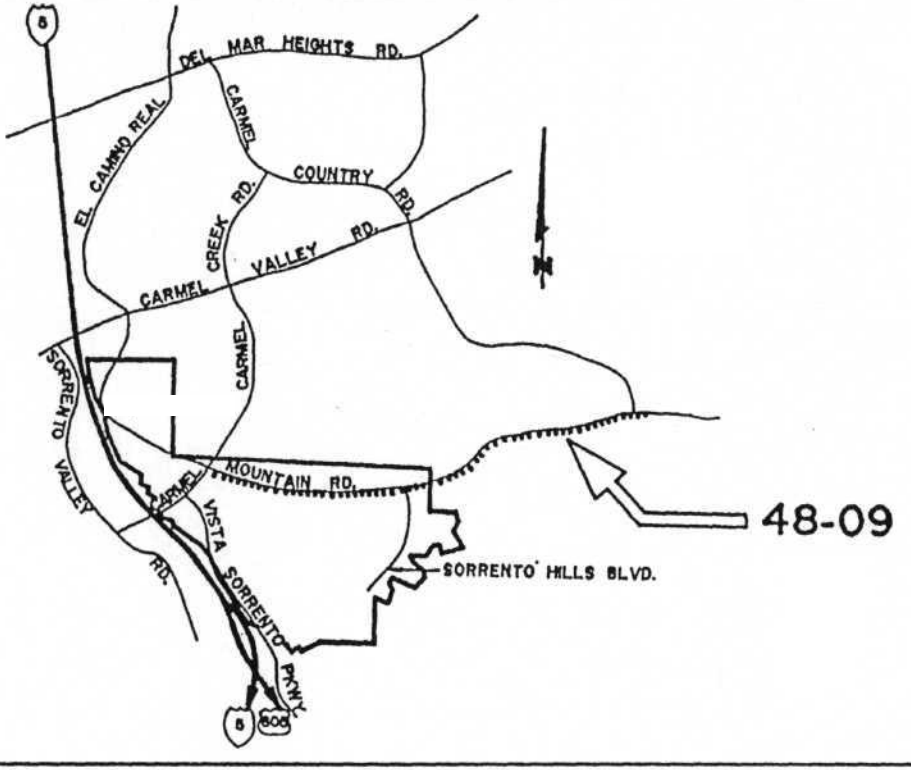
DESCRIPTION: CONSTRUCTION OF A TRANSMISSION WATER LINE EAST OF I-5, ALONG THE ALIGNMENT OF CARMEL MOUNTAIN ROAD, TO THE EASTERN BOUNDARY OF THE COMMUNITY PLAN AREA.

JUSTIFICATION: THE WATER LINE IS REQUIRED IN ORDER TO DEVELOP THE SOUTHERN PORTION OF CARMEL VALLEY IN ACCORDANCE WITH THE CARMEL VALLEY COMMUNITY PLAN. SORRENTO HILLS HAS NO PARTICIPATION IN THIS PROJECT. THIS PROJECT IS CONSISTENT WITH THE GENERAL PLAN.

SCHEDULE:

DESIGN FY 1997/1998
CONSTRUCTION FY 1998/2002
C.I.P. NO.: 73-251.0

CV-S PROJECT NO.: 21A-5



TRANSPORTATION

CITY OF SAN DIEGO
FACILITIES FINANCING PROGRAM

PROJECT: 48-01
COUNCIL DISTRICT: 1
COMMUNITY: SORRENTO HILLS

TITLE: **EL CAMINO REAL FROM SOUTHERN BOUNDARY OF MUSKIN/LEAHY PROPERTY TO CARMEL MOUNTAIN ROAD**

DEPARTMENT: ENGINEERING AND DEVELOPMENT - STREETS
COSTS: LAND
ENGR/CONSTR $6,266,750

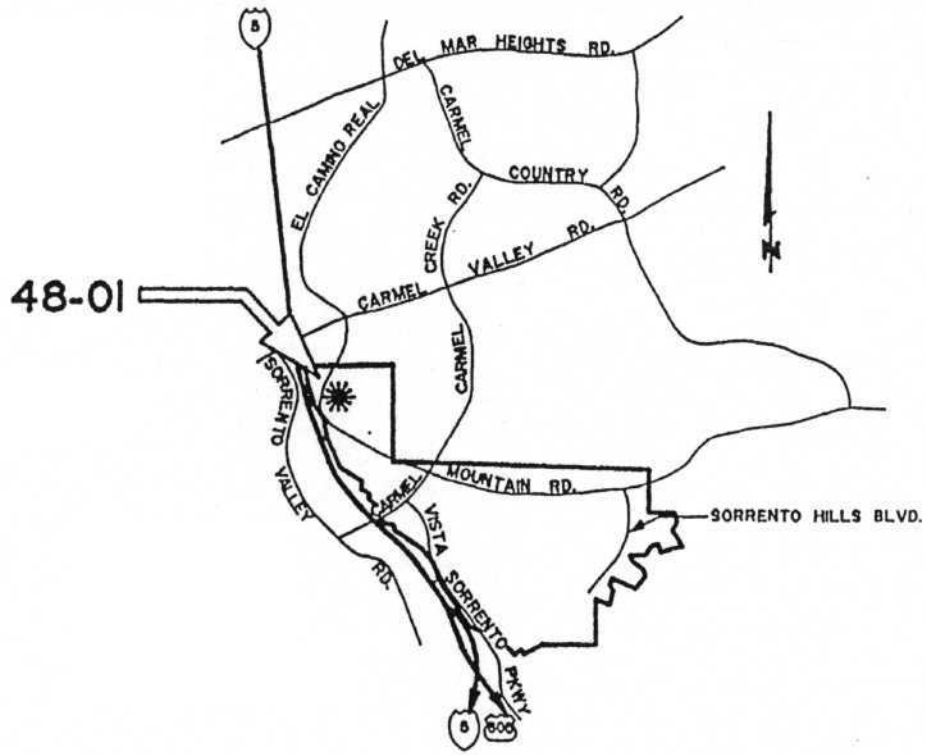
FUNDING:	SOURCE	EXPEN/ENCUM	CONT APPROP	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
6,266,750	SUBDIVISION	6,266,750						
6,266,750	TOTAL	6,266,750						

L=Land Acquisition P=Preliminary Design D=Design C=Construction R=Reimbursement F=Furnishings

DESCRIPTION: RELOCATION OF EL CAMINO REAL FROM THE SOUTHERN BOUNDARY OF THE MUSKIN/LEAHY PROPERTY TO CARMEL MOUNTAIN ROAD. THIS ROAD WILL BE CONSTRUCTED AS SIX-LANE MAJOR ROAD WITH DUAL LEFT TURNS AND WITH CLASS II BIKE LANES.

JUSTIFICATION: THIS PORTION OF EL CAMINO REAL IS BEING REALIGNED TO ACCOMMODATE THE INCREASE IN VEHICULAR TRAFFIC CREATED BY THE SORRENTO HILLS COMMUNITY. THE PROJECT IS CONSISTENT WITH THE COMMUNITY PLAN AND GENERAL PLAN GUIDELINES.

SCHEDULE: PROJECT COMPLETED.



CITY OF SAN DIEGO
FACILITIES FINANCING PROGRAM

PROJECT: 48-02
COUNCIL DISTRICT: 1
COMMUNITY: SORRENTO HILLS

TITLE: **CARMEL MOUNTAIN ROAD - CENTRAL FROM EL CAMINO REAL TO I-5**

DEPARTMENT: ENGINEERING AND DEVELOPMENT - STREETS
COSTS: LAND
ENGR/CONSTR 2,496,170

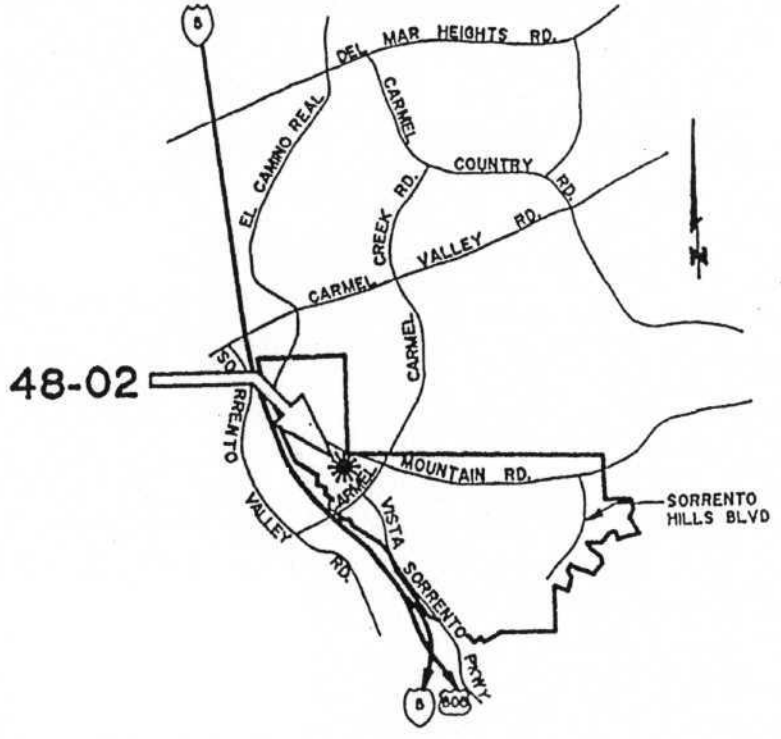
FUNDING:	SOURCE	EXPEN/ENCUM	CONT APPROP	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001	FY 2002
2,496,170	SUBDIVISION	2,496,170							
2,496,170	TOTAL	2,496,170							

L=Land Acquisition P=Preliminary Design D=Design C=Construction R=Reimbursement F=Furnishings

DESCRIPTION: CONSTRUCTION OF CARMEL MOUNTAIN ROAD BETWEEN EL CAMINO REAL AND I-5, AS A 6-LANE, PRIMARY ARTERIAL, WITH DUAL LEFT TURN LANES AT PRINCIPAL INTERSECTIONS, AND CLASS II BIKE LANES.

JUSTIFICATION: THIS ROAD IS NEEDED TO ACCOMMODATE THE INCREASE IN VEHICULAR TRAFFIC CREATED BY THE SORRENTO HILLS COMMUNITY DEVELOPMENT AND THE PROJECT IS CONSISTENT WITH THE COMMUNITY PLAN AND GENERAL PLAN GUIDELINES.

SCHEDULE: PROJECT COMPLETED.



CITY OF SAN DIEGO
FACILITIES FINANCING PROGRAM

PROJECT: 48-03
COUNCIL DISTRICT: 1
COMMUNITY: SORRENTO HILLS

TITLE: **CARMEL MOUNTAIN ROAD - EAST FROM EL CAMINO REAL TO EASTERLY BOUNDARY**

DEPARTMENT: ENGINEERING AND DEVELOPMENT - STREETS
COSTS: LAND
ENGR/CONSTR 5,110,920

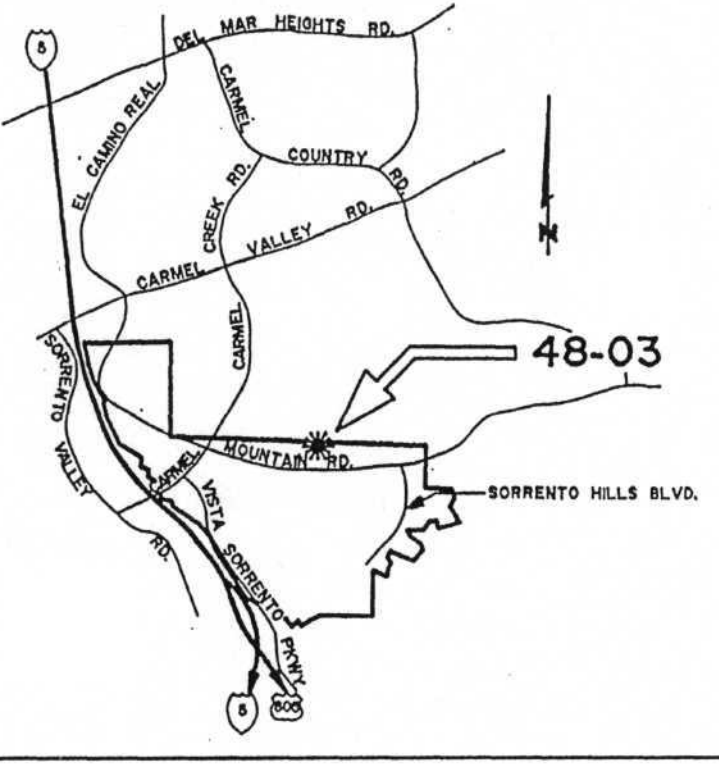
FUNDING:	SOURCE	EXPEN/ENCUM	CONT APPROP	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001	FY 2002
5,110,920	SUBDIVISION	250,000	25,000	750,000	1,350,000	1,735,900	1,000,000		
			DC	DC	C	C	C		
5,110,920	TOTAL	250,000	25,000	750,000	1,350,000	1,735,900	1,000,000		

L=Land Acquisition P=Preliminary Design D=Design C=Construction R=Reimbursement F=Furnishings

DESCRIPTION: CONSTRUCTION OF CARMEL MOUNTAIN ROAD FROM EL CAMINO REAL TO THE EASTERLY BOUNDARY OF THE SORRENTO HILLS COMMUNITY, AS A 4-LANE MAJOR ARTERIAL STREET, WITH CLASS II BIKE LANES.

JUSTIFICATION: THIS ROAD IS NEEDED TO ACCOMMODATE THE INCREASE IN VEHICULAR TRAFFIC CREATED BY THE SORRENTO HILLS COMMUNITY DEVELOPMENT AND THE PROJECT IS CONSISTENT WITH THE COMMUNITY PLAN AND GENERAL PLAN GUIDELINES.

SCHEDULE: DESIGN AND CONSTRUCTION IN FY 1996 THROUGH 2000.



CITY OF SAN DIEGO
FACILITIES FINANCING PROGRAM

PROJECT: 48-05
COUNCIL DISTRICT: 1
COMMUNITY: SORRENTO HILLS

TITLE: **EL CAMINO REAL FROM CARMEL VALLEY ROAD TO SOUTHERN BOUNDARY OF MUSKIN/LEAHY PROPERTY**

DEPARTMENT: ENGINEERING AND DEVELOPMENT - STREETS
COSTS: LAND 229,183
ENGR/CONSTR 4,270,817

FUNDING:	SOURCE	EXPEN/ENCUM	CONT APPROP					
2,250,000	SUBDIVISION	2,700,000	<450,000>					
2,250,000	(CV-FBA-S)	1,800,000	450,000					
			R					
4,500,000	TOTAL	4,500,000						

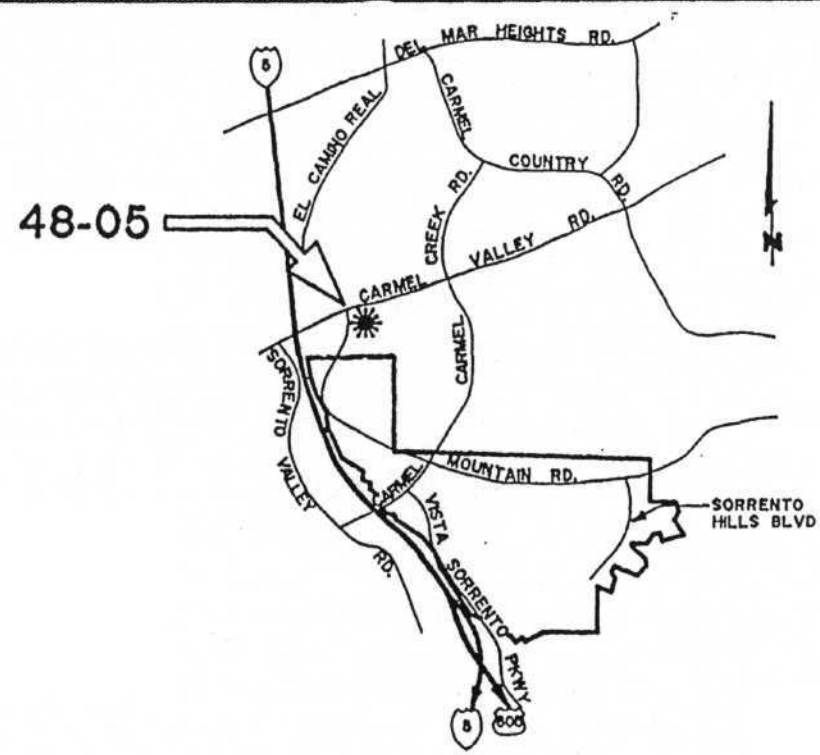
L=Land Acquisition P=Preliminary Design D=Design C=Construction R=Reimbursement F=Furnishings

DESCRIPTION: RELOCATION OF EL CAMINO REAL FROM CARMEL VALLEY ROAD TO THE SOUTHERN BOUNDARY OF THE MUSKIN/LEAHY PROPERTY. THIS ROAD WILL BE CONSTRUCTED AS SIX-LANE MAJOR ROAD WITH DUAL LEFT TURNS, AND WITH CLASS II BIKE LANES. RIGHT OF WAY ACQUIRED AS PART OF PROJECT 48-14.

JUSTIFICATION: THIS PORTION OF EL CAMINO REAL IS BEING REALIGNED TO ACCOMMODATE THE INCREASE IN VEHICULAR TRAFFIC CREATED BY THE SORRENTO HILLS AND CARMEL VALLEY COMMUNITY. THE PROJECT IS CONSISTENT WITH THE COMMUNITY PLAN AND GENERAL PLAN GUIDELINES.

SCHEDULE: PROJECT COMPLETED. CARMEL VALLEY FBA (PHASE II) WILL REIMBURSE SORRENTO HILLS IN THE YEARS INDICATED ABOVE. HOWEVER, REIMBURSEMENT SCHEDULE IS DEPENDENT ON DEVELOPMENT IN CARMEL VALLEY SOUTH.

C.I.P. NO.: 52-532.0



CITY OF SAN DIEGO
FACILITIES FINANCING PROGRAM

PROJECT: 48-06
COUNCIL DISTRICT: 1
COMMUNITY: SORRENTO HILLS

TITLE: **CARMEL MOUNTAIN ROAD - WEST FROM I-5 TO SORRENTO VALLEY ROAD**

DEPARTMENT: ENGINEERING AND DEVELOPMENT - STREETS
COSTS: LAND
ENGR/CONSTR 1,327,140

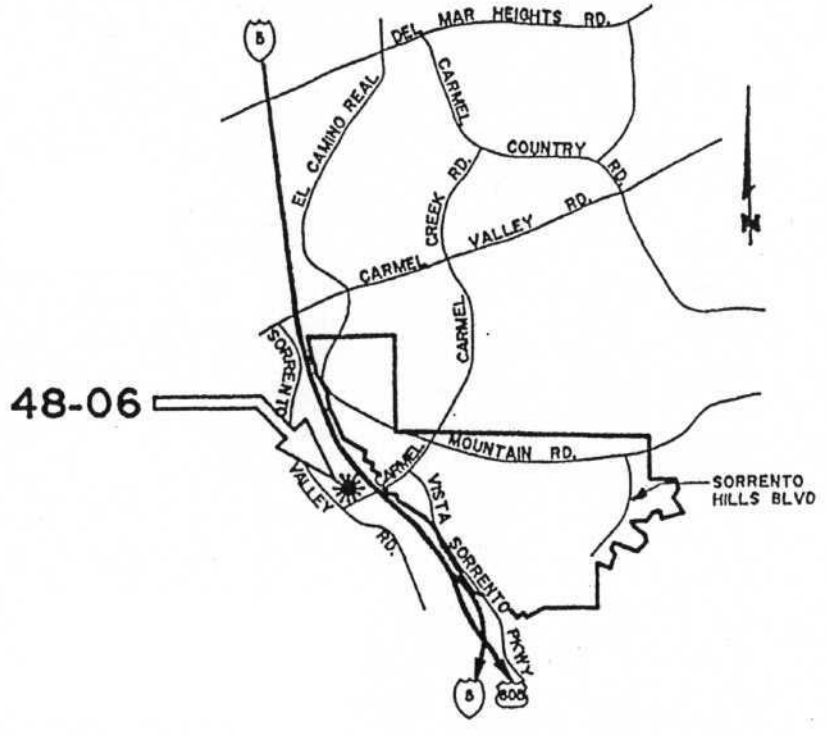
FUNDING:	SOURCE	EXPEN/ENCUM	CONT APPROP					
1,327,140	SUBDIVISION	1,327,140						
1,327,140	TOTAL	1,327,140						

L=Land Acquisition P=Preliminary Design D=Design C=Construction R=Reimbursement F=Furnishings

DESCRIPTION: CONSTRUCTION OF CARMEL MOUNTAIN ROAD FROM I-5 WEST TO SORRENTO VALLEY ROAD AS A 4-LANE MAJOR STREET, WITH CLASS II BIKE LANES.

JUSTIFICATION: THIS ROAD IS NEEDED TO ACCOMMODATE THE INCREASE IN VEHICULAR TRAFFIC CREATED BY THE SORRENTO HILLS COMMUNITY DEVELOPMENT AND THE PROJECT IS CONSISTENT WITH THE COMMUNITY PLAN AND GENERAL PLAN GUIDELINES.

SCHEDULE: PROJECT COMPLETED.



CITY OF SAN DIEGO
FACILITIES FINANCING PROGRAM

PROJECT: 48-07
COUNCIL DISTRICT: 1
COMMUNITY: SORRENTO HILLS

TITLE: **WIDEN CARMEL VALLEY ROAD OFFSITE WESTERLY TO FREEWAY RAMPS**

DEPARTMENT: ENGINEERING AND DEVELOPMENT - STREETS
COSTS: LAND 52,676
ENGR/CONSTR 171,620

FUNDING:	SOURCE	EXPEN/ENCUM	CONT APPROP						
33,644	DEVELOPMENT AGREEMENT	33,644							
190,652	FBA-N	190,652							
		DLC							
224,296	TOTAL	224,296							

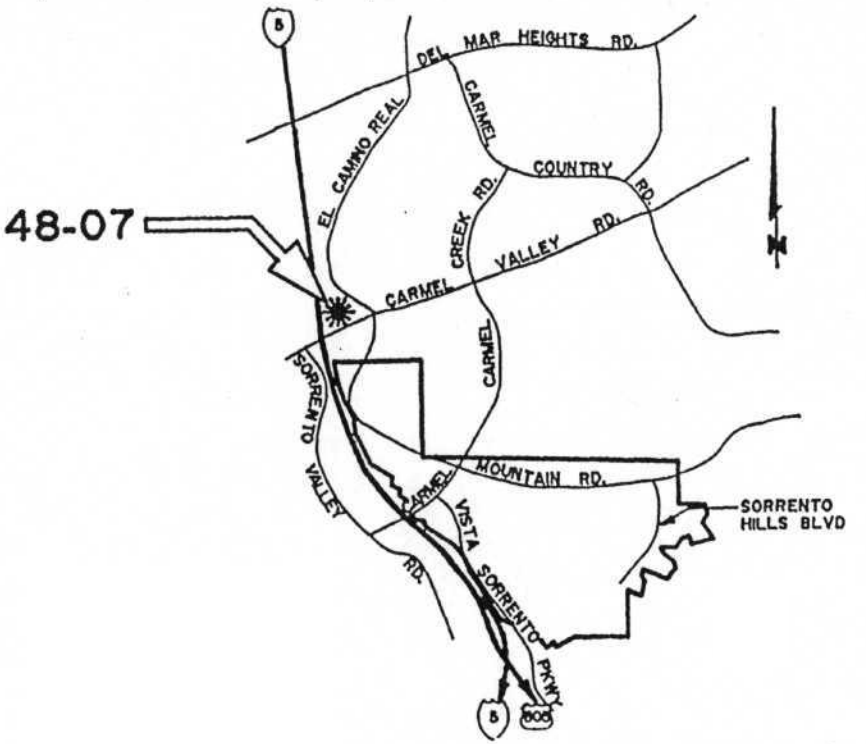
L=Land Acquisition P=Preliminary Design D=Design C=Construction R=Reimbursement F=Furnishings

DESCRIPTION: WIDEN EXISTING 4 LANES OF CARMEL VALLEY ROAD TO A 6-LANE STREET FROM FREEWAY RAMPS (EAST) TO INTERSECTION OLD EL CAMINO REAL.

JUSTIFICATION: THIS WIDENING OF CARMEL VALLEY ROAD IS BEING CONSTRUCTED TO ACCOMMODATE THE INCREASE IN VEHICULAR TRAFFIC FROM THE CARMEL VALLEY COMMUNITY. THIS PROJECT IS CONSISTENT WITH THE COMMUNITY PLAN AND GENERAL PLAN GUIDELINES.

SCHEDULE: PROJECT COMPLETED.

CV-N PROJECT NO.: 21-20



CITY OF SAN DIEGO
FACILITIES FINANCING PROGRAM

PROJECT: 48-11
COUNCIL DISTRICT: 1
COMMUNITY: SORRENTO HILLS

TITLE: **TRAFFIC SIGNAL**
INTERSECTION OF SORRENTO VALLEY ROAD AND CARMEL MOUNTAIN ROAD

DEPARTMENT: ENGINEERING AND DEVELOPMENT - TRAFFIC CONTROL
COSTS: LAND
ENGR/CONSTR 110,000

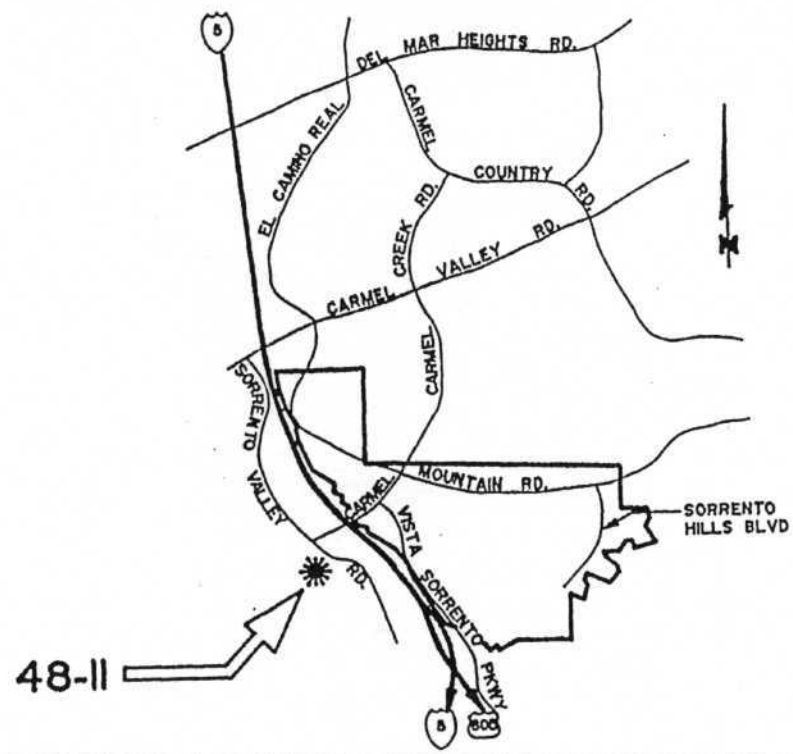
FUNDING:	SOURCE	EXPEN/ENCUM	CONT APPROP	FY 1997				
78,000	SUBDIVISION	8,000		70,000				
				DC				
78,000	TOTAL	8,000		70,000				

L=Land Acquisition P=Preliminary Design D=Design C=Construction R=Reimbursement F=Furnishings

DESCRIPTION: THIS PROJECT INVOLVES THE INSTALLATION OF 3-WAY TRAFFIC SIGNAL AT THE INTERSECTION OF SORRENTO VALLEY ROAD, INCLUDING UNDERGROUNDING (FOUNDATIONS, PULLBOXES, AND CONDUITS). SIGNAL TO BE INTERCONNECTED TO ADJACENT SIGNALIZED INTERSECTION.

JUSTIFICATION: A NETWORK OF TRAFFIC SIGNALS IS NEEDED TO PROVIDE SAFE AND EFFICIENT TRAFFIC CONTROL. THIS PROJECT IS CONSISTENT WITH THE COMMUNITY PLAN AND GENERAL PLAN GUIDELINES.

SCHEDULE: THE SIGNAL HAS BEEN DESIGNED AND THE CITY HAS COLLECTED THE FUNDS TO INSTALL IT FROM THE DEVELOPERS IN SORRENTO HILLS AND WILL INSTALL IT WITH THE COMPLETION OF THE SORRENTO VALLEY ROAD IMPROVEMENTS IN FY 1997.



CITY OF SAN DIEGO
FACILITIES FINANCING PROGRAM

PROJECT: 48-11A
COUNCIL DISTRICT: 1
COMMUNITY: SORRENTO HILLS

TITLE: **TRAFFIC SIGNAL**
INTERSECTIONS OF EL CAMINO REAL AND ARROYO SORRENTO ROAD

DEPARTMENT: ENGINEERING AND DEVELOPMENT - TRAFFIC CONTROL
COSTS: LAND
ENGR/CONSTR 90,000

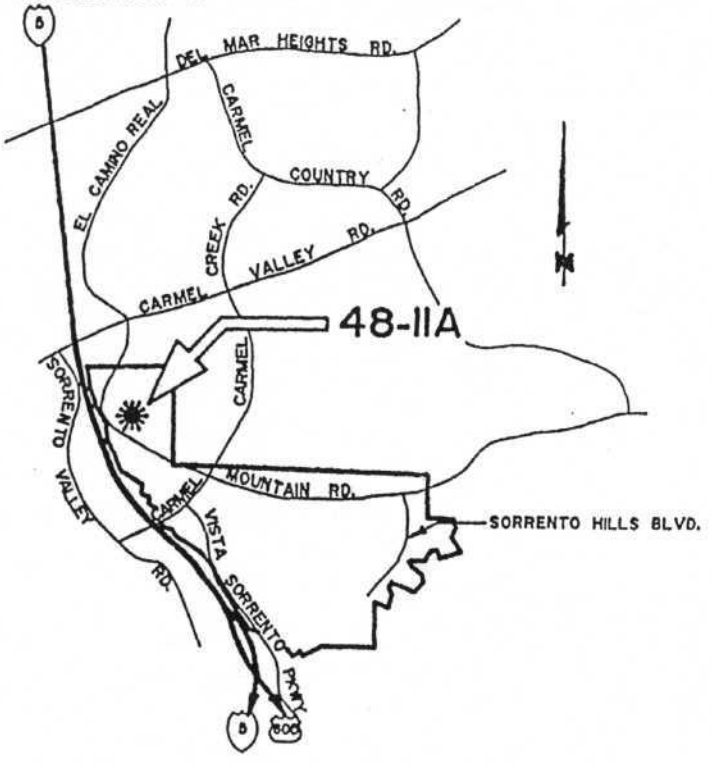
FUNDING:	SOURCE	EXPEN/ENCUM	CONT APPROP	FY 1997				
36,000	SUBDIVISION	(TORREY RESERVE)		36,000				
54,000	SUBDIVISION	(TORREY HILLS)		54,000				
				DC				
90,000	TOTAL			90,000				

L=Land Acquisition P=Preliminary Design D=Design C=Construction R=Reimbursement F=Furnishings

DESCRIPTION: THIS PROJECT INVOLVES THE INSTALLATION OF 3-WAY TRAFFIC SIGNAL AT THE INTERSECTION OF EL CAMINO REAL AND ARROYO SORRENTO ROAD, NOT INCLUDING UNDERGROUNDING (FOUNDATIONS, PULLBOXES, AND CONDUITS). THE UNDERGROUNDING COSTS ARE INCLUDED IN PROJECT 48-1. SIGNAL TO BE INTERCONNECTED TO ADJACENT SIGNALIZED INTERSECTION.

JUSTIFICATION: A NETWORK OF TRAFFIC SIGNALS IS NEEDED TO PROVIDE SAFE AND EFFICIENT TRAFFIC CONTROL. THIS PROJECT IS CONSISTENT WITH THE COMMUNITY PLAN AND GENERAL PLAN GUIDELINES. PRIOR TO CONSTRUCTION, THE TRAFFIC SIGNAL AT EL CAMINO REAL AND ARROYO SORRENTO ROAD MUST BE WARRANTED TO THE SATISFACTION OF THE CITY ENGINEER

SCHEDULE: DESIGN AND CONSTRUCTION IN FY 1997.



CITY OF SAN DIEGO
FACILITIES FINANCING PROGRAM

PROJECT: 48-11B
COUNCIL DISTRICT: 1
COMMUNITY: SORRENTO HILLS

TITLE: **TRAFFIC SIGNAL**
INTERSECTIONS OF CARMEL MOUNTAIN ROAD AND EL CAMINO REAL

DEPARTMENT: ENGINEERING AND DEVELOPMENT - TRAFFIC CONTROL
COSTS: LAND
ENGR/CONSTR 90,000

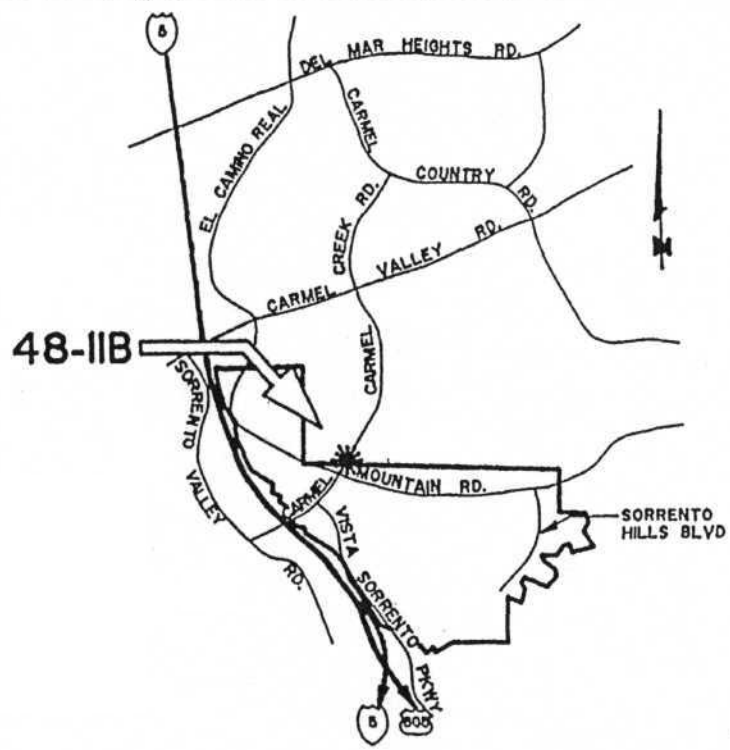
FUNDING:	SOURCE	EXPEN/ENCUM	CONT APPROP					
90,000		90,000						
90,000	TOTAL	90,000						

L=Land Acquisition P=Preliminary Design D=Design C=Construction R=Reimbursement F=Furnishings

DESCRIPTION: THIS PROJECT INVOLVES THE INSTALLATION OF 4-WAY TRAFFIC SIGNAL AT THE INTERSECTION OF CARMEL MOUNTAIN ROAD, EL CAMINO REAL, AND CARMEL CREEK ROAD, NOT INCLUDING UNDERGROUNDING (FOUNDATIONS, PULLBOXES AND CONDUITS). THE UNDERGROUNDING COSTS ARE INCLUDED IN PROJECT 48-1. SIGNAL TO BE INTERCONNECTED TO ADJACENT SIGNALIZED INTERSECTIONS.

JUSTIFICATION: A NETWORK OF TRAFFIC SIGNALS IS NEEDED TO PROVIDE SAFE AND EFFICIENT TRAFFIC CONTROL. THIS PROJECT IS CONSISTENT WITH THE COMMUNITY PLAN AND GENERAL PLAN GUIDELINES.

SCHEDULE: PROJECT COMPLETED.



CITY OF SAN DIEGO
FACILITIES FINANCING PROGRAM

PROJECT: 48-11C
COUNCIL DISTRICT: 1
COMMUNITY: SORRENTO HILLS

TITLE: **TRAFFIC SIGNAL**
INTERSECTIONS OF CARMEL MOUNTAIN ROAD, TORREY VIEW COURT, AND VISTA SORRENTO PARKWAY

DEPARTMENT: ENGINEERING AND DEVELOPMENT - TRAFFIC CONTROL
COSTS: LAND
ENGR/CONSTR 90,000

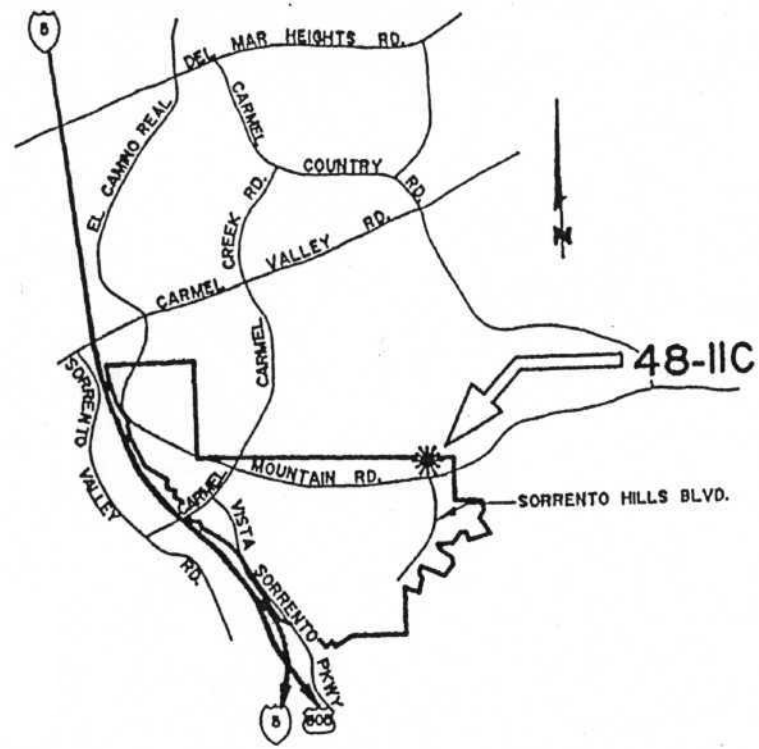
FUNDING:	SOURCE	EXPEN/ENCUM	CONT APPROP					
90,000	SUBDIVISION	90,000						
90,000	TOTAL	90,000						

L=Land Acquisition P=Preliminary Design D=Design C=Construction R=Reimbursement F=Furnishings

DESCRIPTION: THIS PROJECT INVOLVES THE INSTALLATION OF 4-WAY TRAFFIC SIGNAL AT THE INTERSECTION OF CARMEL MOUNTAIN ROAD, SORRENTO HILLS BOULEVARD, AND VISTA SORRENTO PARKWAY; NOT INCLUDING UNDERGROUNDING (FOUNDATIONS, PULLBOXES AND CONDUITS). THE UNDERGROUNDING COSTS ARE INCLUDED IN PROJECTS 48-3 AND 48-4. SIGNAL TO BE INTERCONNECTED TO ADJACENT SIGNALIZED INTERSECTIONS.

JUSTIFICATION: A NETWORK OF TRAFFIC SIGNALS IS NEEDED TO PROVIDE SAFE AND EFFICIENT TRAFFIC CONTROL. THIS PROJECT IS CONSISTENT WITH THE COMMUNITY PLAN AND GENERAL PLAN GUIDELINES.

SCHEDULE: PROJECT COMPLETED.



CITY OF SAN DIEGO
FACILITIES FINANCING PROGRAM

PROJECT: 48-11D
COUNCIL DISTRICT: 1
COMMUNITY: SORRENTO HILLS

TITLE: **TRAFFIC SIGNAL**
INTERSECTIONS OF SORRENTO VALLEY BOULEVARD AND ROSELLE STREET

DEPARTMENT: ENGINEERING AND DEVELOPMENT - TRAFFIC CONTROL
COSTS: LAND
ENGR/CONSTR 100,000

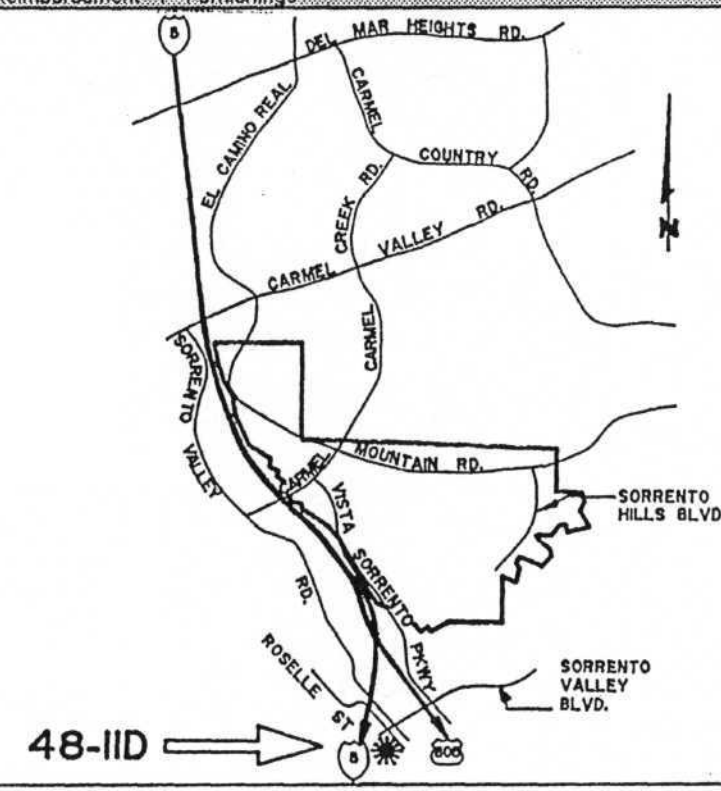
FUNDING:	SOURCE	EXPEN/ENCUM	CONT APPROP	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
100,000	SUBDIVISION						100,000	
							DC	
100,000	TOTAL						100,000	

L=Land Acquisition P=Preliminary Design D=Design C=Construction R=Reimbursement F=Furnishings

DESCRIPTION: THIS PROJECT INVOLVES THE INSTALLATION OF A 3-WAY TRAFFIC SIGNAL AT THE INTERSECTION OF SORRENTO VALLEY BOULEVARD AND ROSELLE STREET; INCLUDING UNDERGROUNDING (FOUNDATIONS, PULLBOXES AND CONDUITS). SIGNAL TO BE INTERCONNECTED TO ADJACENT SIGNALIZED INTERSECTIONS.

JUSTIFICATION: A NETWORK OF TRAFFIC SIGNALS IS NEEDED TO PROVIDE SAFE AND EFFICIENT TRAFFIC CONTROL. THIS PROJECT IS CONSISTENT WITH THE COMMUNITY PLAN AND GENERAL PLAN GUIDELINES.

SCHEDULE: DESIGN AND CONSTRUCTION IN FY 2000.



CITY OF SAN DIEGO
FACILITIES FINANCING PROGRAM

PROJECT: 48-14
COUNCIL DISTRICT: 1
COMMUNITY: SORRENTO HILLS

TITLE: **STATE 56 WEST—PROPERTY ACQUISITION AND FLOODWAY CONSTRUCTION ACQUISITION OF PROPERTY, INCLUDING SMITH, MUSKIN/LEAHY PROPERTY**

DEPARTMENT: ENGINEERING AND DEVELOPMENT - STREETS

FUNDING:	SOURCE	EXPEN/ENCUM	CONT APPROP						
1,500,000	DEVELOPMENT AGREEMENT	1,500,000							
5,262,000	OTHER	5,262,000							
1,500,000	CV-FBA-N	1,500,000							
1,500,000	CV-FBA-S	1,500,000							
13,500,000	TRANSNET	13,500,000							
		DL							
23,262,000	TOTAL	23,262,000							

L=Land Acquisition P=Preliminary Design D=Design C=Construction R=Reimbursement F=Furnishings

DESCRIPTION: ACQUIRE NEEDED RIGHT-OF-WAY FOR THE ROUTE 56 AND NECESSARY FLOODWAY FACILITY IN CARMEL VALLEY (CVREP). THE CVREP PORTION OF PROJECT 48-14 IS SHARED BETWEEN SORRENTO HILLS AND CARMEL VALLEY.

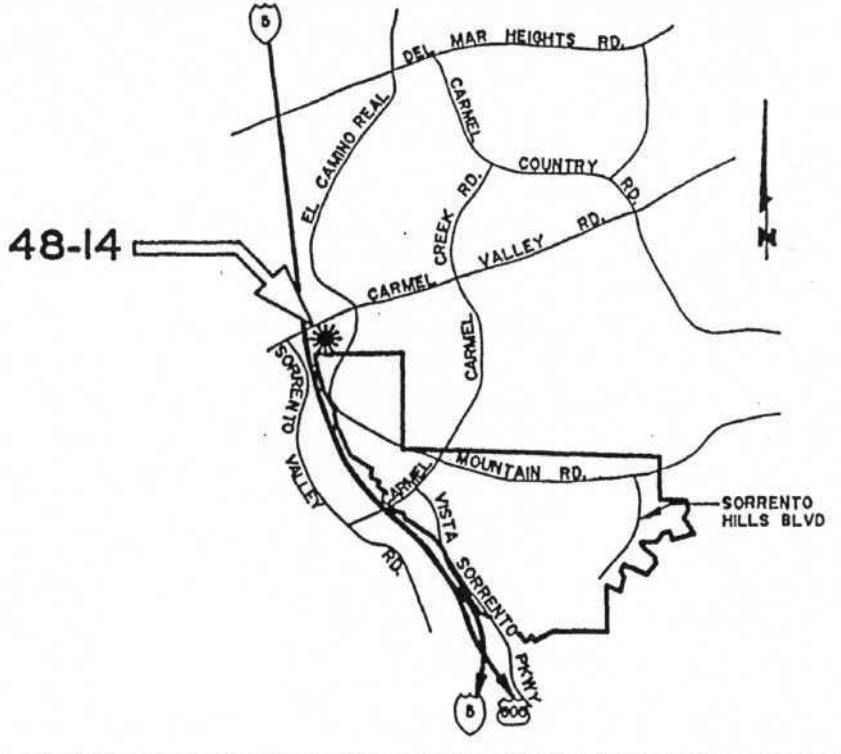
JUSTIFICATION: THESE LAND ACQUISITIONS ARE NEEDED FOR BOTH THE CONSTRUCTION OF ROUTE 56 WEST AND THE ACCOMPANYING RELOCATED CARMEL VALLEY DRAINAGE FACILITY. THESE PROJECTS WILL ACCOMMODATE THE INCREASE IN VEHICULAR TRAFFIC CAUSED BY THE DEVELOPMENT OF THE CARMEL VALLEY, SORRENTO HILLS, AND SURROUNDING COMMUNITIES.

SCHEDULE: PROJECT COMPLETED.

C.I.P. NO.: 52-356.0

CV-N PROJECT NO.: 21-17

CV-S PROJECT NO.: 21A-9



CITY OF SAN DIEGO
FACILITIES FINANCING PROGRAM

PROJECT: 48-15
COUNCIL DISTRICT: 1
COMMUNITY: SORRENTO HILLS

TITLE: **CARMEL MOUNTAIN ROAD & I-5 INTERCHANGE**

DEPARTMENT: ENGINEERING AND DEVELOPMENT - STREETS
COSTS: LAND 3,450,000
ENGR/CONSTR 11,250,000

FUNDING:	SOURCE	EXPEN/ENCUM	CONT APPROP	FY 2000	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005
8,820,000	DEVELOPMENT AGREEMENT	331,500		300,000	2,676,000	1,395,000	1,395,000	1,395,000	1,395,000
2,205,000	CV-FBA-N	108,500		75,000	669,000	348,750	348,750	348,750	348,750
3,675,000	CV-FBA-S			125,000	1,115,000	581,250	581,250	581,250	581,250
		P		D	LD	C	C	C	C
14,700,000	TOTAL	440,000		500,000	4,460,000	2,325,000	2,325,000	2,325,000	2,325,000

L=Land Acquisition P=Preliminary Design D=Design C=Construction R=Reimbursement F=Furnishings

DESCRIPTION: LAND ACQUISITION AND CONSTRUCTION OF A FREEWAY INTERCHANGE AT INTERSTATE 5 AND CARMEL MOUNTAIN ROAD. A DIAMOND INTERCHANGE WILL BE UTILIZED AT THIS LOCATION. SORRENTO HILLS SHARE OF THIS PROJECT IS 60%.

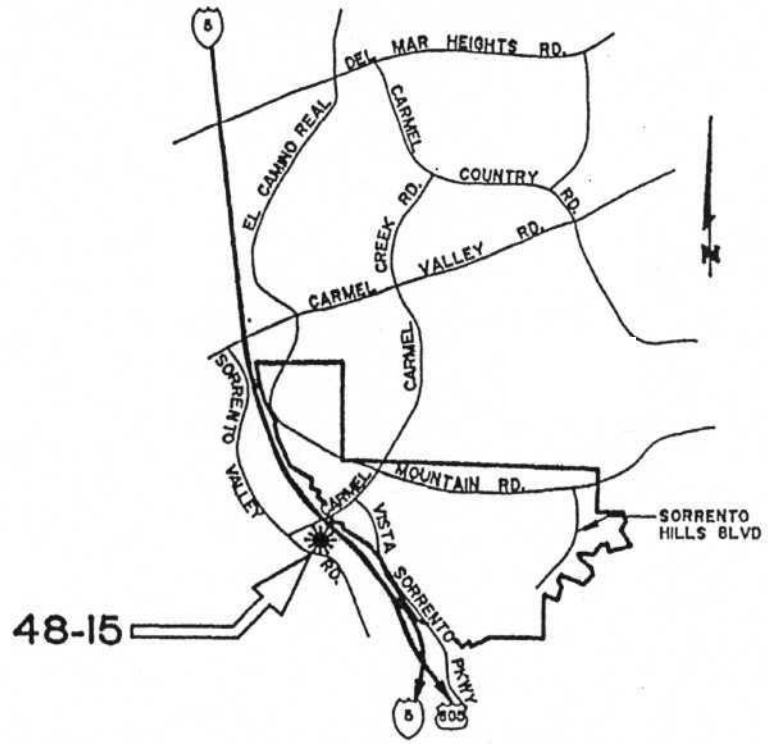
JUSTIFICATION: THIS INTERCHANGE IS NEEDED TO ACCOMMODATE THE INCREASE IN VEHICULAR TRAFFIC CREATED BY THE DEVELOPMENT OF THE CARMEL VALLEY, SORRENTO HILLS AND SURROUNDING COMMUNITIES.

SCHEDULE: THIS PROJECT WILL BE DESIGNED AND CONSTRUCTED BY THE STATE IN STAGES CONCURRENT WITH THE WIDENING OF INTERSTATE 5 IN FY 2000-2001.

C.I.P. NO.: 52-424.0

CV-N PROJECT NO.: 21-16

CV-S PROJECT NO.: 21A-8



CITY OF SAN DIEGO
FACILITIES FINANCING PROGRAM

PROJECT: 48-16
COUNCIL DISTRICT: 1
COMMUNITY: SORRENTO HILLS

TITLE: TRAFFIC SIGNALS AND RAMP WIDENING FOR I-5 AT CARMEL VALLEY ROAD

DEPARTMENT: ENGINEERING AND DEVELOPMENT - STREETS
COSTS: LAND
ENGR/CONSTR 620,000

FUNDING:	SOURCE	EXPEN/ENCUM	CONT APPROP						
95,000	DEVELOPMENT AGREEMENT	95,000							
370,000	FBA-N	370,000							
155,000	FBA-S	155,000							
		LDC							
620,000	TOTAL	620,000							

L=Land Acquisition P=Preliminary Design D=Design C=Construction R=Reimbursement F=Furnishings

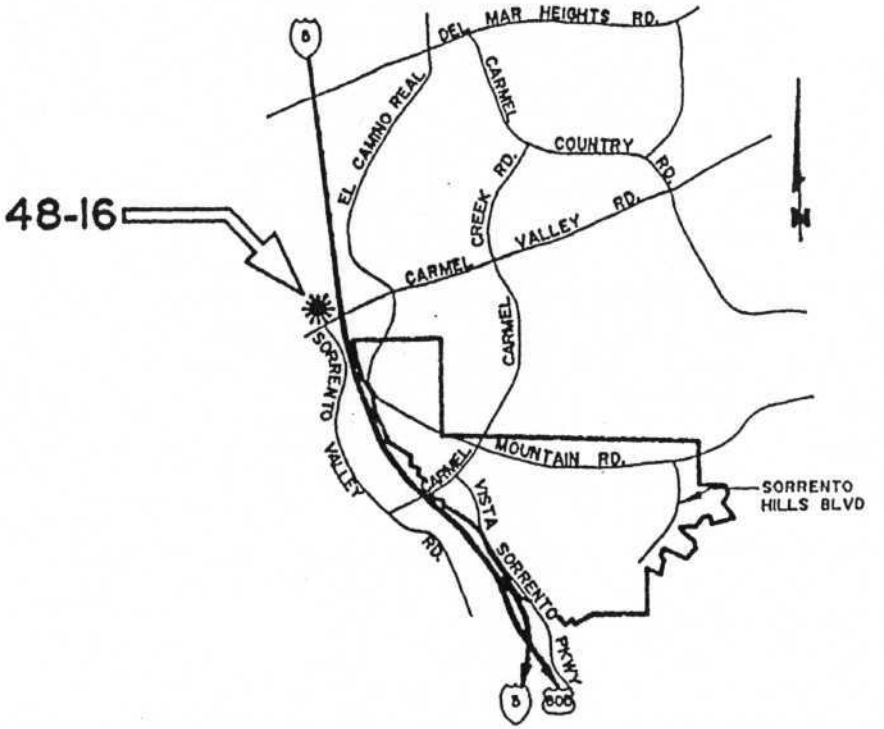
DESCRIPTION: CONSTRUCT TRAFFIC SIGNALS AND WIDEN ON AND OFF RAMPS FOR INTERSTATE 5 AT CARMEL VALLEY ROAD WITH RAMP METERING.

JUSTIFICATION: THE TWO TRAFFIC SIGNALS AND THE RAMP WIDENINGS ARE NEEDED TO ACCOMMODATE THE INCREASE IN VEHICULAR TRAFFIC CREATED BY THE CARMEL VALLEY COMMUNITY DEVELOPMENT. THIS PROJECT IS CONSISTENT WITH THE COMMUNITY PLAN AND GENERAL PLAN GUIDELINES.

SCHEDULE: PROJECT COMPLETED.

CV-N PROJECT NO.: 21-18

CV-S PROJECT NO.: 21A-11



CITY OF SAN DIEGO
FACILITIES FINANCING PROGRAM

PROJECT: 48-20
COUNCIL DISTRICT: 1
COMMUNITY: SORRENTO HILLS

TITLE: **PROPERTY ACQUISITION I-5/I-805 RIGHT-OF-WAY**

DEPARTMENT: ENGINEERING AND DEVELOPMENT - STREETS
COSTS: LAND 600,000
ENGR/CONSTR

FUNDING:	SOURCE	EXPEN/ENCUM	CONT APPROP	FY 1997					
390,000	SUBDIVISION			390,000					
210,000	CV-FBA-N			210,000					
				L					
600,000	TOTAL	0	0	600,000					

L=Land Acquisition P=Preliminary Design D=Design C=Construction R=Reimbursement F=Furnishings

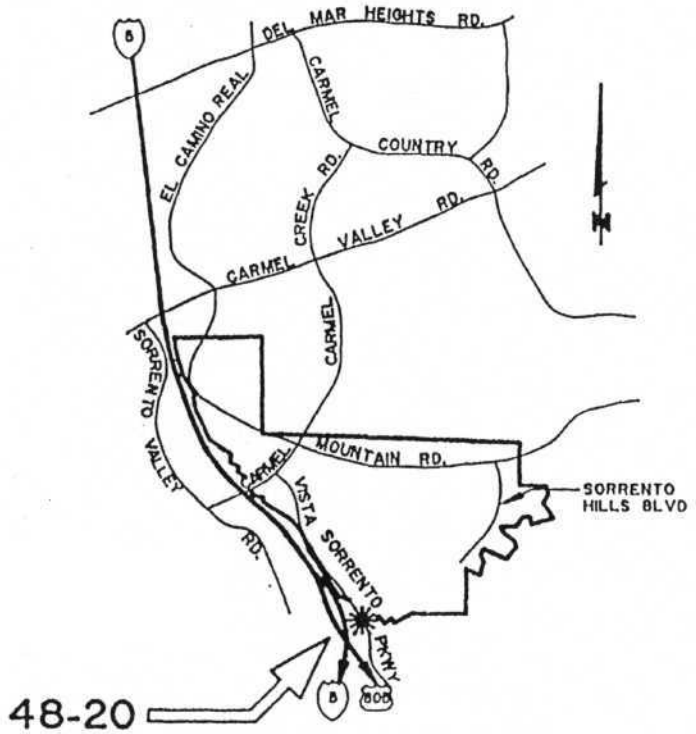
DESCRIPTION: ACQUIRE NEEDED RIGHT-OF-WAY FOR THE WIDENING OF I-5 ON THE EAST SIDE OF I-5 BETWEEN THE I-5/I-805 SPLIT AND CARMEL MOUNTAIN ROAD.

JUSTIFICATION: THESE LAND ACQUISITIONS ARE NEEDED FOR THE EXPANSION OF I-5. THIS PROJECT WILL ACCOMMODATE THE INCREASE IN VEHICULAR TRAFFIC CAUSED BY THE COMMUNITY DEVELOPMENT SCHEDULES IN CARMEL VALLEY AND SORRENTO HILLS. THE SORRENTO HILLS DEVELOPMENT AGREEMENT, (SECTION 6B.4 AND 6B.4.1) REQUIRES ACQUISITION OF THIS RIGHT-OF-WAY. CARMEL VALLEY PROPERTY OWNERS FAIR-SHARE OF THE COST IS INCLUDED IN THIS PROJECT.

SCHEDULE: FY 1997

CV-N PROJECT NO.: 21-37

CV-S PROJECT NO.: 21A-13



CITY OF SAN DIEGO
FACILITIES FINANCING PROGRAM

PROJECT: 48-22
COUNCIL DISTRICT: 1
COMMUNITY: SORRENTO HILLS

TITLE: **VISTA SORRENTO PARKWAY FROM CARMEL MOUNTAIN ROAD TO SORRENTO VALLEY BLVD.**

DEPARTMENT: ENGINEERING AND DEVELOPMENT
COSTS: LAND
ENGR/CONSTR $8,814,494

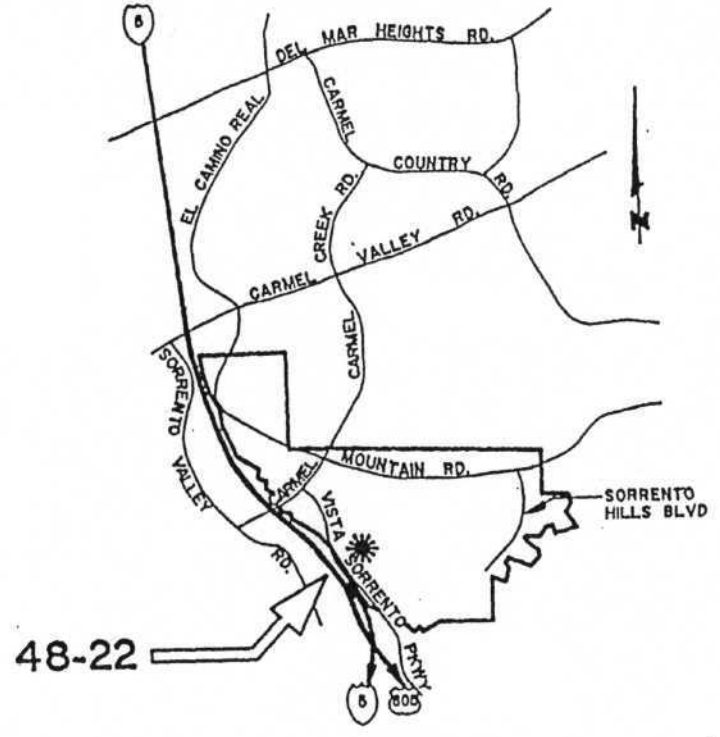
FUNDING	SOURCE	EXPEN/ENCUM	CONT APPROP		FY 2002	FY 2003	FY 2004	FY 2005
8,814,494	SUBDIVISION				750,000	2,000,000	3,250,000	2,814,494
						DC	C	DC
8,814,494	TOTAL				750,000	2,000,000	3,250,000	2,814,494

L=Land Acquisition P=Preliminary Design D=Design C=Construction R=Reimbursement F=Furnishings

DESCRIPTION: CONSTRUCTION OF VISTA SORRENTO PARKWAY AS A FOUR LANE MAJOR ROAD FROM CARMEL MOUNTAIN ROAD (CENTRAL) TO SORRENTO VALLEY BLVD. EAST OF I-5, INCLUDING INTERSECTION IMPROVEMENTS.

JUSTIFICATION: VISTA SORRENTO PARKWAY IS A NEW ROAD NEEDED TO ACCOMMODATE THE INCREASE IN VEHICULAR TRAFFIC CREATED BY THE SORRENTO HILLS COMMUNITY. THIS ROAD WILL PROVIDE AN ALTERNATIVE ACCESS TO THE COMMUNITY AND MITIGATE TRAFFIC IMPACTS ON OTHER ROADS. THE PROJECT IS CONSISTENT WITH THE COMMUNITY PLAN AND GENERAL PLAN GUIDELINES.

SCHEDULE: DESIGN AND CONSTRUCTION IN 2002-2005.



PARKS AND RECREATION

CITY OF SAN DIEGO

PROJECT: 48-12A-1

FACILITIES FINANCING PROGRAM

COUNCIL DISTRICT: 1
COMMUNITY: SORRENTO HILLS

TITLE: **CARMEL VALLEY COMMUNITY PARK - SOUTH**
LAND AND MITIGATION

DEPARTMENT: PARK AND RECREATION DEPARTMENT
COSTS: LAND/MITIGATION 5,981,904

FUNDING:	SOURCE	EXPEN/ENCUM	CONT APPROP	FY 1999	FY 2000	FY 2001			
550,335	DEVELOPMENT AGREEMENT			210,680	142,048	197,607			
5,431,569	CV-FBA-S (LAND)			2,079,320	1,401,952	1,950,297			
				L	L	L			
5,981,904	TOTAL	0	0	2,290,000	1,544,000	2,147,904			

L=Land Acquisition P=Preliminary Design D=Design C=Construction R=Reimbursement F=Furnishings

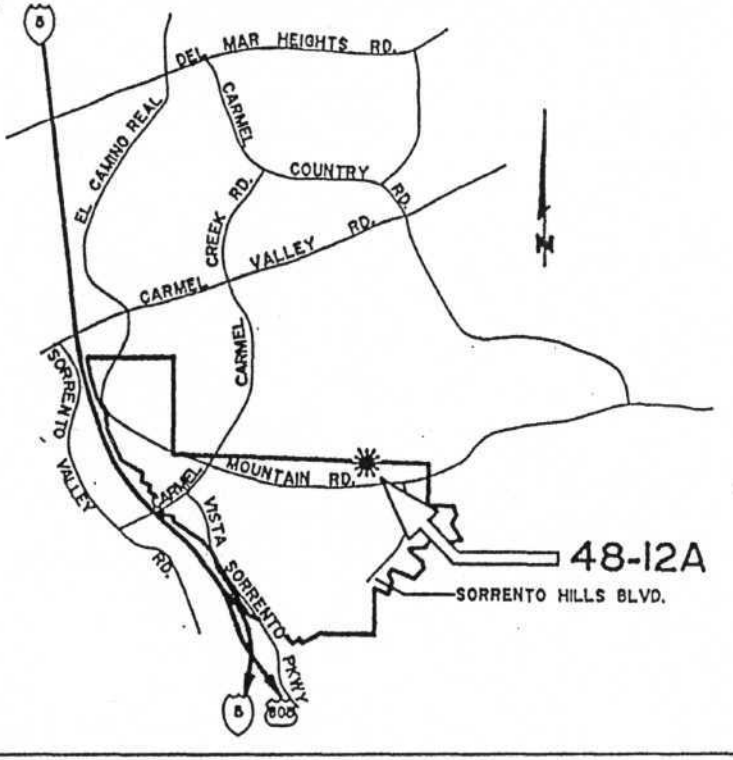
DESCRIPTION: ACQUISITION OF LAND AND MITIGATION FOR DEVELOPMENT OF A 20-ACRE COMMUNITY PARK. THE SORRENTO HILLS AREA SHARE REPRESENTS 9.2% OF THE TOTAL. HOWEVER, FINAL PERCENTAGES MAY BE ADJUSTED BASED ON FAIR SHARE CRITERIA FOR GENERAL PLAN PARK REQUIREMENTS (POPULATION BASED) AND THE DEVELOPMENT OF PROJECT 48-12D.

JUSTIFICATION: IN ACCORDANCE WITH THE COMMUNITY PLAN, A COMMUNITY PARK SHOULD SERVE 18,000 TO 25,000 RESIDENTS WITHIN 1.5 MILES. THE PROJECT IS CONSISTENT WITH THE COMMUNITY PLAN AND GENERAL PLAN GUIDELINES.

SCHEDULE: LAND ACQUISITION AND MITIGATION IN FY 1999-2000. THIS SCHEDULE IS CONTINGENT UPON THE RATE OF DEVELOPMENT AND FEES COLLECTED IN THE COMMUNITY.

C.I.P. NO.: 29-764.0

CV-S PROJECT NO.: 21A-1



CITY OF SAN DIEGO
FACILITIES FINANCING PROGRAM

PROJECT: 48-12A-2

COUNCIL DISTRICT: 1
COMMUNITY: SORRENTO HILLS

TITLE: **CARMEL VALLEY COMMUNITY PARK - SOUTH PARK DESIGN AND CONSTRUCTION**

DEPARTMENT: PARK AND RECREATION DEPARTMENT
COSTS: ENGR/CONSTR 4,754,976

FUNDING:	SOURCE	EXPEN/ENCUM	CONT APPROP	FY 1999	FY 2000	FY 2001			
437,458	DEVELOPMENT AGREEMENT			65,993		371,464			
4,317,518	CV-FBA-S			651,327		3,666,192			
				D		C			
4,754,976	TOTAL	0	0	717,320		4,037,656			

L=Land Acquisition P=Preliminary Design D=Design C=Construction R=Reimbursement F=Furnishings

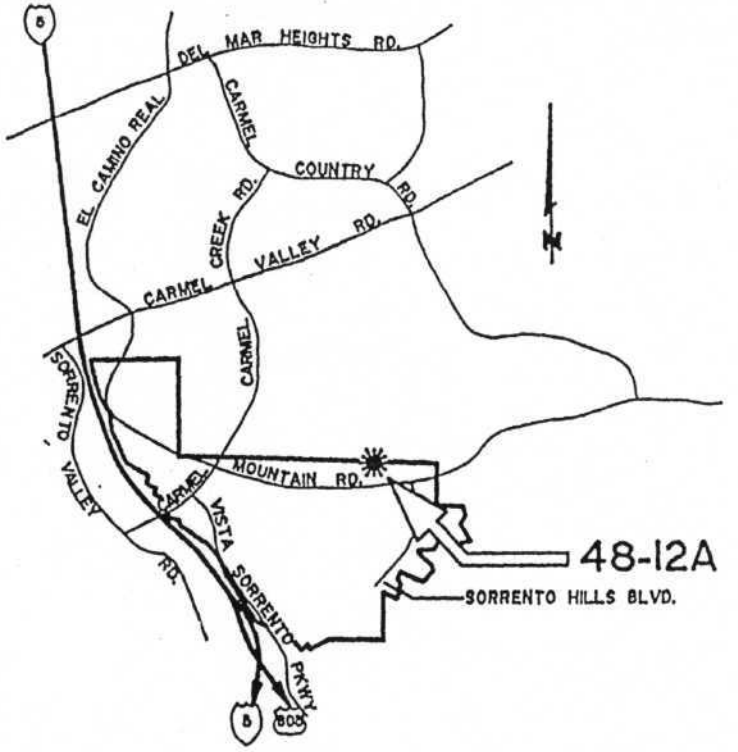
DESCRIPTION: DEVELOPMENT OF A 20-ACRE COMMUNITY PARK TO INCLUDE ATHLETIC FIELDS, MULTI-PURPOSE COURTS, PICNIC FACILITIES, PLAY AREAS, LAWN AREAS, AND LANDSCAPING. THE SORRENTO HILLS AREA SHARE REPRESENTS 9.2% OF THE TOTAL. HOWEVER, FINAL PERCENTAGES MAY BE ADJUSTED BASED ON FAIR SHARE CRITERIA FOR GENERAL PLAN PARK REQUIREMENTS (POPULATION BASED) AND THE DEVELOPMENT OF PROJECT 48-12D.

JUSTIFICATION: IN ACCORDANCE WITH THE COMMUNITY PLAN, A COMMUNITY PARK SHOULD SERVE 18,000 TO 25,000 RESIDENTS WITHIN 1.5 MILES. THE PROJECT IS CONSISTENT WITH THE COMMUNITY PLAN AND GENERAL PLAN GUIDELINES.

SCHEDULE: DESIGN IN FY 1999, CONSTRUCTION IN FY 2001. THIS SCHEDULE IS CONTINGENT UPON THE RATE OF DEVELOPMENT AND FEES COLLECTED IN THE COMMUNITY.

C.I.P. NO.: 29-764.0

CV-S PROJECT NO.: 21A-1



CITY OF SAN DIEGO
FACILITIES FINANCING PROGRAM

PROJECT: 48-12A-3

COUNCIL DISTRICT: 1
COMMUNITY: SORRENTO HILLS

TITLE: CARMEL VALLEY SOUTH/ SORRENTO HILLS RECREATION BUILDING

DEPARTMENT: PARK AND RECREATION DEPARTMENT
COSTS: ENGR/CONSTR 2,500,000

FUNDING	SOURCE	EXPEN/ENCUM	CONT APPROP	FY 1999	FY 2000	FY 2001	FY2002	FY2003	
230,000	DEVELOPMENT AGREEMENT						46,000	184,000	
625,000	SUBDIVISION						125,000	500,000	
1,645,000	CV-FBA-S						329,000	1,316,000	
							DC	C	
2,500,000	TOTAL	0	0				500,000	2,000,000	

L=Land Acquisition P=Preliminary Design D=Design C=Construction R=Reimbursement F=Furnishings

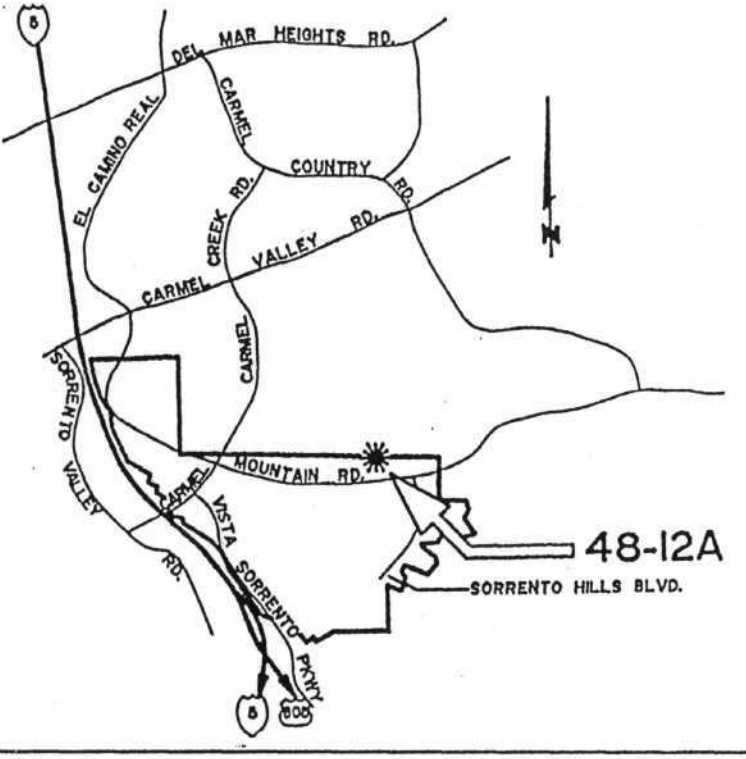
DESCRIPTION: CONSTRUCTION OF ONE OR MORE RECREATION BUILDINGS, BUT NO POOL, TOTALING APPROXIMATELY 12,500 SQUARE FEET (.5 SQUARE FEET PER RESIDENT). THE BUILDINGS COULD BE LOCATED IN SORRENTO HILLS AND/OR CARMEL VALLEY SOUTH AS LAND BECOMES AVAILABLE. THE DEVELOPMENT AGREEMENT SHARE REPRESENTS 9.2% OF THE TOTAL. HOWEVER, FINAL PERCENTAGES MAY BE ADJUSTED BASED ON FAIR SHARE CRITERIA FOR GENERAL PLAN PARK REQUIREMENTS (POPULATION-BASED) AND THE DEVELOPMENT OF PROJECT 48-12D.

JUSTIFICATION: IN ACCORDANCE WITH THE COMMUNITY PLAN, A COMMUNITY PARK SHOULD SERVE 18,000 TO 25,000 RESIDENTS WITHIN 1.5 MILES. THE PROJECT IS CONSISTENT WITH THE COMMUNITY PLAN AND GENERAL PLAN GUIDELINES.

SCHEDULE: DESIGN IN FY 2002, CONSTRUCTION IN FY 2003. THIS SCHEDULE IS CONTINGENT UPON THE RATE OF DEVELOPMENT AND FEES COLLECTED IN THE COMMUNITY.

C.I.P. NO.: 29-764.0

CV-S PROJECT NO.: 21A-1



CITY OF SAN DIEGO
FACILITIES FINANCING PROGRAM

PROJECT: 48-12C
COUNCIL DISTRICT: 1
COMMUNITY: Sorrento Hills

TITLE: **NEIGHBORHOOD PARK-CVNEIGHBORHOOD 10 SOUTH OF CARMEL MOUNTAIN ROAD**

DEPARTMENT: PARK AND RECREATION DEPARTMENT
COSTS: LAND 5,600,000
ENGR/CONSTR 2,725,000

FUNDING:	SOURCE	EXPEN/ENCUM	CONT APPROP	FY 1997	FY 1998	FY 1999	FY2000	
397,256	DEVELOPMENT AGREEMENT			101,200	118,680	35,880	141,496	
3,920,744	CV-FBA-S			998,800 L	1,171,320 L	354,120 D	1,396,504 C	
4,318,000	TOTAL			1,100,000	1,290,000	390,000	1,538,000	

L=Land Acquisition P=Preliminary Design D=Design C=Construction R=Reimbursement F=Furnishings

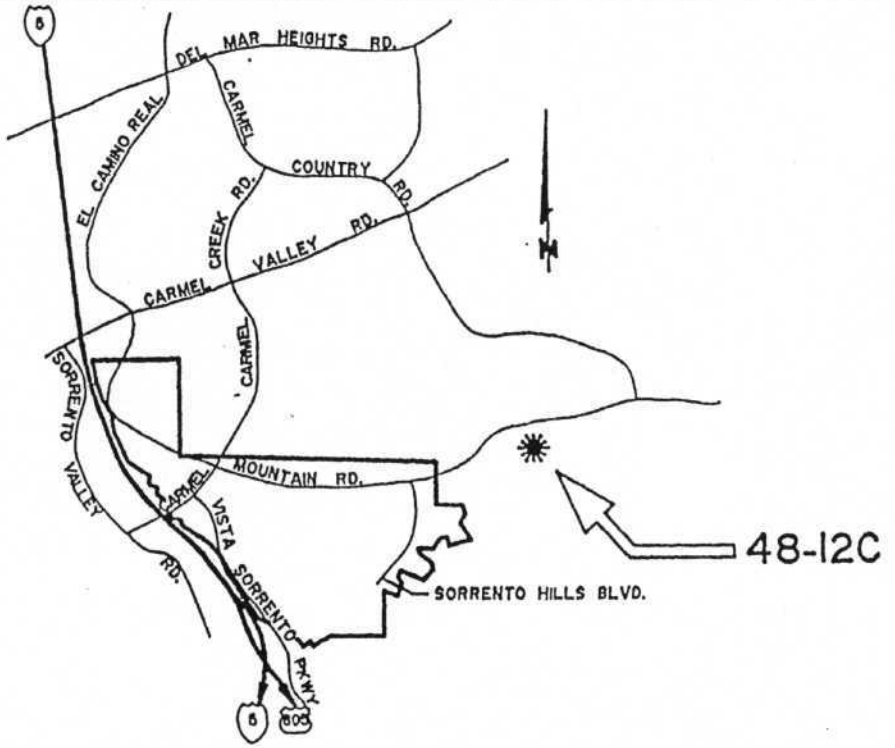
DESCRIPTION: ACQUISITION AND DEVELOPMENT OF ONE NEIGHBORHOOD PARK. THE PARK SITE WILL BE 10 ACRES AND WILL INCLUDE A PLAY AREA, MULTI-PURPOSE COURTS, PICNIC FACILITIES, LAWN AREA, AND LANDSCAPING. CURRENTLY THIS PARK IS PLANNED ADJACENT TO A 5-ACRE ELEMENTARY SCHOOL SITE. SHOULD THE SCHOOL DISTRICT DETERMINE THAT FUTURE POPULATIONS DO NOT WARRANT THE NEED FOR THIS SCHOOL SITE, THE PARK WILL BE DEVELOPED INDEPENDENT OF THE SCHOOL. THE SORRENTO HILLS AREA SHARE REPRESENTS 9.2% OF THE TOTAL. HOWEVER, FINAL PERCENTAGES MAY BE ADJUSTED BASED ON FAIR SHARE CRITERIA FOR GENERAL PLAN PARK REQUIREMENTS (POPULATION-BASED) AND THE DEVELOPMENT OF PROJECT 48-12D.

JUSTIFICATION: THE COMMUNITY PLAN INDICATES THAT A NEIGHBORHOOD PARK SHOULD SERVE BETWEEN 3,500 AND 5,000 RESIDENTS, AND SHOULD BE 10 ACRES IN SIZE, THIS PARK SERVES THAT FUNCTION.

SCHEDULE: LAND ACQUISITION IN FY 1997/98, DESIGN IN FY 1999 AND CONSTRUCTION IN FY 2000.

C.I.P. NO.: 29-687.0

CV-S PROJECT NO.: 21A-2



CITY OF SAN DIEGO
FACILITIES FINANCING PROGRAM

PROJECT 48-12D

COUNCIL DISTRICT: 1
COMMUNITY: Sorrento Hills

TITLE: TORREY HILLS NEIGHBORHOOD PARK

DEPARTMENT: PARK AND RECREATION DEPARTMENT
COSTS: LAND 5,600,000
ENGR/CONSTR 2,725,000

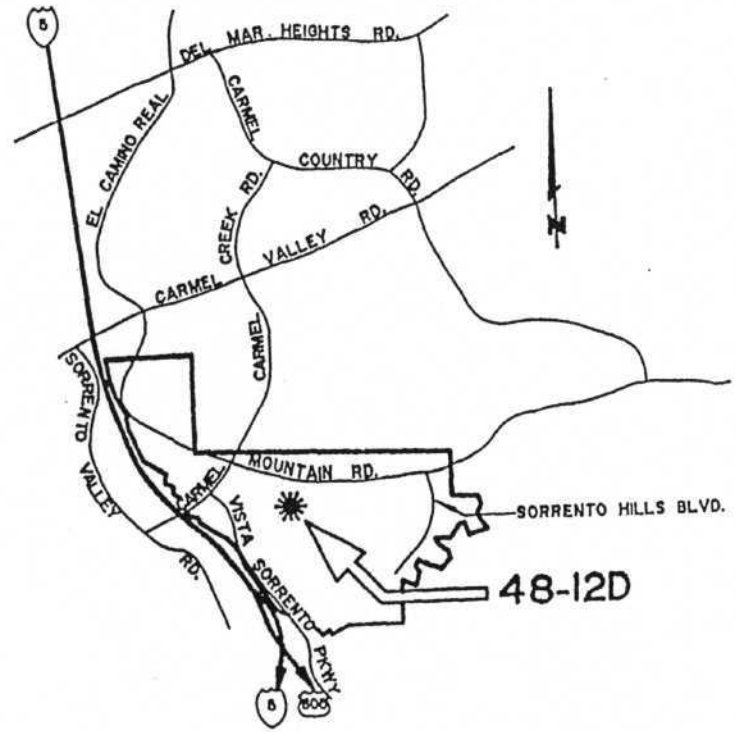
FUNDING:	SOURCE	EXPEN/ENCUM	CONT APPROP	FY 1997	FY 1998	FY 1999		
8,325,000	SUBDIVISION (Including Torrey Hills and Torrey View)				3,150,000	5,175,000		
	TOTAL				DC	C		
8,325,000					3,150,000	5,175,000		

L=Land Acquisition P=Preliminary Design D=Design C=Construction R=Reimbursement F=Furnishings

DESCRIPTION: ACQUISITION AND DEVELOPMENT OF A 14± USABLE ACRE NEIGHBORHOOD TO SERVE THE RESIDENTS OF SORRENTO HILLS. THE FINAL DESIGN OF THE PARK WILL BE BASED UPON COMMUNITY NEEDS, BUT THE PARK IS ENVISIONED TO INCLUDE ATHLETIC FIELDS, MULTI-PURPOSE COURTS, PICNIC FACILITIES, PLAY AREAS, AND LANDSCAPING.

JUSTIFICATION: THIS PARK IS BEING BUILT TO SERVE THE RESIDENTS OF SORRENTO HILLS PURSUANT TO GENERAL PLAN STANDARDS FOR POPULATION BASED PARKS. IT SHOULD PROVIDE FOR THE PARK REQUIREMENTS OF THE MAJORITY OF THE SORRENTO HILLS RESIDENTS, AND THEREFORE, SHOULD BE TAKEN INTO CONSIDERATION WHEN DETERMINING FAIR SHARE COST ALLOCATIONS FOR PROJECTS 48-12A-1, 48-12A-2, 48-12A-3 AND 48-12C.

SCHEDULE: THIS SCHEDULE IS CONTINGENT UPON THE RATE OF DEVELOPMENT IN THE COMMUNITY, BUT IT IS INTENDED THAT THE PARK WILL BE DEVELOPED IN CONJUNCTION WITH THE SURROUNDING RESIDENTIAL USES. DESIGN AND CONSTRUCTION SHOULD BEGIN IN FY 1998, AND WITH CONSTRUCTION COMPLETE IN FY 1999.



CITY OF SAN DIEGO
FACILITIES FINANCING PROGRAM

PROJECT: 48-12E

COUNCIL DISTRICT: 1
COMMUNITY: Sorrento Hills

TITLE: **CARMEL VALLEY TOWN CENTER SWIMMING POOL**

DEPARTMENT: PARK AND RECREATION DEPARTMENT
COSTS: ENGR/CONSTR 2,900,000

FUNDING:	SOURCE	EXPEN/ENCUM	CONT APPROP	FY 1997	FY 1998	FY 1999		
311,576	SUBDIVISION			41,902	269,674			
64,582	DEVELOPMENT AGREEMENT			8,685	55,897			
1,886,450	CV-FBA NORTH		291,506	<37,801>	2,184,429			
637,392	CV-FBA SOUTH		98,494	<12,776>				
			D	R	C			
2,900,000	TOTAL		390,000	0	2,510,000			

L=Land Acquisition P=Preliminary Design D=Design C=Construction R=Reimbursement F=Furnishings

DESCRIPTION: DESIGN AND CONSTRUCTION OF A SWIMMING POOL AT THE COMMUNITY PARK IN THE TOWN CENTER AREA OF THE CARMEL VALLEY COMMUNITY.

JUSTIFICATION: THIS PROJECT PROVIDES A SWIMMING POOL TO MEET THE RECREATIONAL NEEDS OF THE CARMEL VALLEY AND SORRENTO HILLS COMMUNITIES. FUNDING INDICATED FOR THE SUBDIVISION REPRESENTS THE FAIR SHARE CONTRIBUTION OF RESIDENTIAL DEVELOPMENT IN TORREY HILLS. THE DEVELOPMENT AGREEMENT SHARE IS 9.2% OF CARMEL VALLEY SOUTH'S SHARE. HOWEVER, FINAL PERCENTAGES MAY BE ADJUSTED BASED ON FAIR SHARE CRITERIA FOR GENERAL PLAN PARK REQUIREMENTS (POPULATION BASED). THIS PROJECT IS CONSISTENT WITH THE COMMUNITY PLAN AND GENERAL PLAN GUIDELINES.

SCHEDULE: DESIGN IN FY 1997, CONSTRUCTION IN FY 1998. THIS SCHEDULE IS CONTINGENT UPON THE RATE OF DEVELOPMENT AND FEES COLLECTED IN THE COMMUNITY.

C.I.P. NO.: 29-763.0

CV-N PROJECT NO.: 21-1B

LIBRARY / FIRE / POLICE

CITY OF SAN DIEGO
FACILITIES FINANCING PROGRAM

PROJECT: 48-13
COUNCIL DISTRICT: 1
COMMUNITY: SORRENTO HILLS

TITLE: **FIRE STATION #24**

DEPARTMENT: FIRE DEPARTMENT
COSTS: LAND 62,000
ENGR/CONSTR 1,750,000

FUNDING:	SOURCE	EXPEN/ENCUM	CONT APPROP						
199,500	DEVELOPMENT AGREEMENT	199,500							
62,000	CAPOUT	62,000							
1,076,300	CV-FBA-N	1,076,300							
474,200	CV-FBA-S	474,200							
		DCL							
1,812,000	TOTAL	1,812,000							

L=Land Acquisition P=Preliminary Design D=Design C=Construction R=Reimbursement F=Furnishings

DESCRIPTION: CONSTRUCTION OF A FIRE STATION ON A SITE THAT HAS BEEN PURCHASED BY THE CITY WEST OF TORREY PINES HIGH SCHOOL (13802 MERCADO DRIVE). A 6,500 +/- SQUARE FOOT, FOUR-PERSON FACILITY WILL HOUSE EXISTING EQUIPMENT OF TWO ENGINES AND ONE BRUSH APPARATUS.

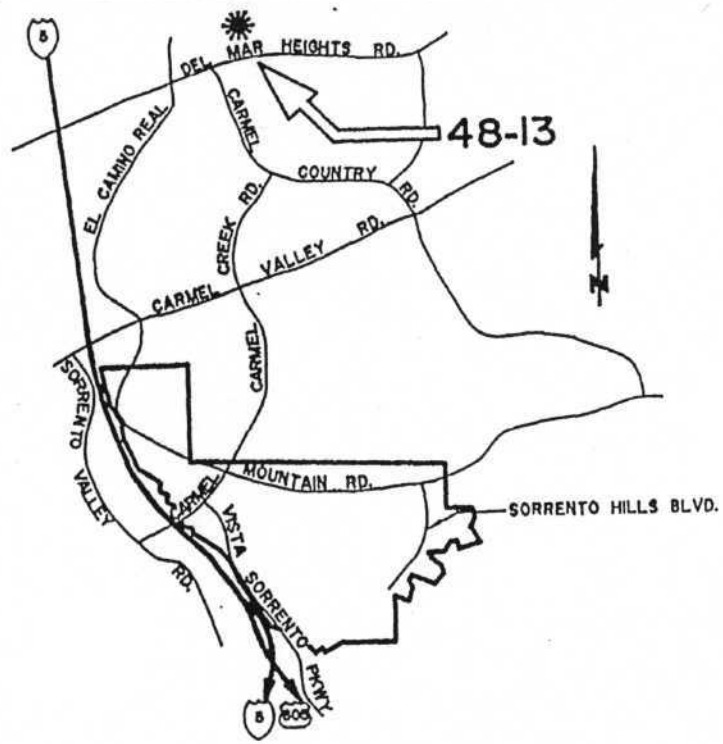
JUSTIFICATION: THE PROJECT IS CONSISTENT WITH THE COMMUNITY PLAN AND GENERAL PLAN GUIDELINES.

SCHEDULE: PROJECT COMPLETED.

C.I.P. NO.: 33-014.0

CV-N PROJECT NO.: 21-3

CV-S PROJECT NO.: 21A-3



CITY OF SAN DIEGO
FACILITIES FINANCING PROGRAM

PROJECT: 48-17
COUNCIL DISTRICT: 1
COMMUNITY: SORRENTO HILLS

TITLE: **CARMEL VALLEY LIBRARY**

DEPARTMENT: LIBRARY DEPARTMENT

COSTS:						
LAND	975,000	FURNISHINGS	250,000	INTEREST	101,000	
ENGR/CONSTR	2,560,830	BOOKS	850,000			

FUNDING:	SOURCE	EXPEN/ENCUM	CONT APPROP					
137,368	DEVELOPMENT AGREEMENT	137,368						
4,465,657	CV-FBA-N	4,465,657						
1,684,000	CV-SUB*	1,684,000						
133,805	CV-FBA-S	133,805						
6,420,830	TOTAL	6,420,830						

L=Land Acquisition P=Preliminary Design D=Design C=Construction R=Reimbursement F=Furnishings

DESCRIPTION: CONSTRUCTION OF A 13,000 SQUARE FOOT LIBRARY ON A 1.5 ACRE SITE LOCATED IN CARMEL VALLEY NEIGHBORHOOD 9 ON TOWNSGATE DRIVE. THIS FACILITY WILL SERVE THE CARMEL VALLEY AND SORRENTO HILLS COMMUNITIES.

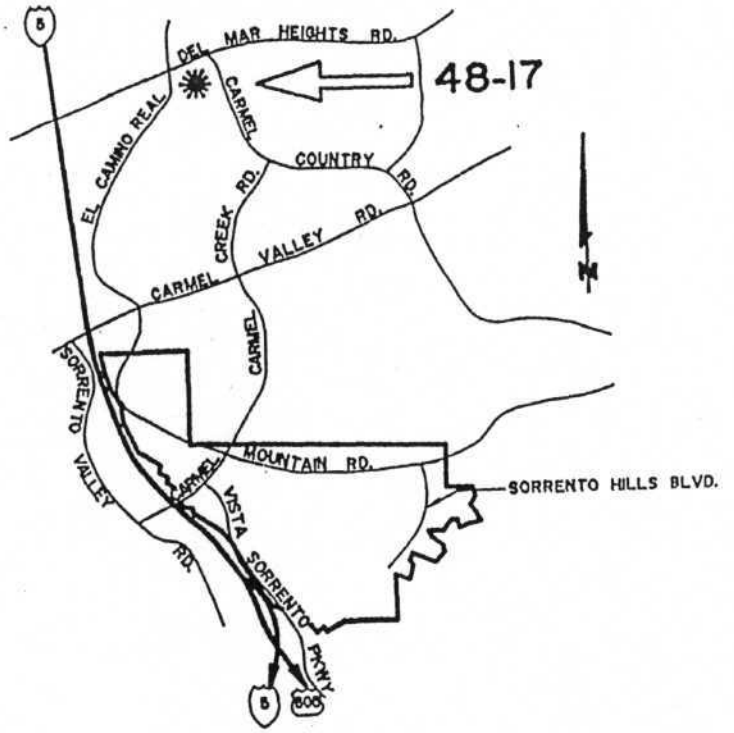
JUSTIFICATION: THE PROJECT IS CONSISTENT WITH THE GENERAL PLAN AND COMMUNITY PLAN GUIDELINES.

SCHEDULE: PROJECT COMPLETED.

C.I.P. NO.: 35-070.0

CV-N PROJECT NO.: 21-4

CV-S PROJECT NO.: 21A-6



CITY OF SAN DIEGO
FACILITIES FINANCING PROGRAM

PROJECT 48-21

COUNCIL DISTRICT: 1
COMMUNITY: SORRENTO HILLS

TITLE: **NORTHWEST AREA POLICE STATION**

DEPARTMENT: POLICE DEPARTMENT

COSTS:				
	LAND	2,730,000	FURNISH	300,000
	ENGR/CONSTR	4,151,000	TELECOMM	230,959

FUNDING:	SOURCE	EXPEN/ENCUM	CONT APPROP	FY 1995	FY 1998	FY 1999	FY 2000	FY 2001
1,386,036	DEVELOPMENT				536,396	117,813	731,827	
4,943,777	CV-FBA-N				1,913,241	420,221	2,610,315	
1,082,146	CV-FBA-S				418,791	91,982	571,373	
					L	D	C	
7,411,959	TOTAL				2,868,428	630,016	3,913,515	

L=Land Acquisition P=Preliminary Design D=Design C=Construction R=Reimbursement F=Furnishings

DESCRIPTION: THIS PROJECT WILL PROVIDE FOR THE ACQUISITION OF AN APPROXIMATELY THREE OR FOUR ACRE SITE AND CONSTRUCTION OF A 20,999 SQUARE FOOT STRUCTURE TO HOUSE A POLICE COMMAND AREA STATION AND LIGHT VEHICLE MAINTENANCE FACILITY. THIS FACILITY WILL SERVE THE EXTREME NORTHWEST AREA OF THE CITY IN THE CARMEL VALLEY AND ADJACENT COMMUNITY PLAN AREAS. THE EXACT LOCATION OF THE FACILITY HAS NOT BEEN DETERMINED. FINAL COST ALLOCATION WILL BE ADJUSTED BASED ON FAIR SHARE CRITERIA.

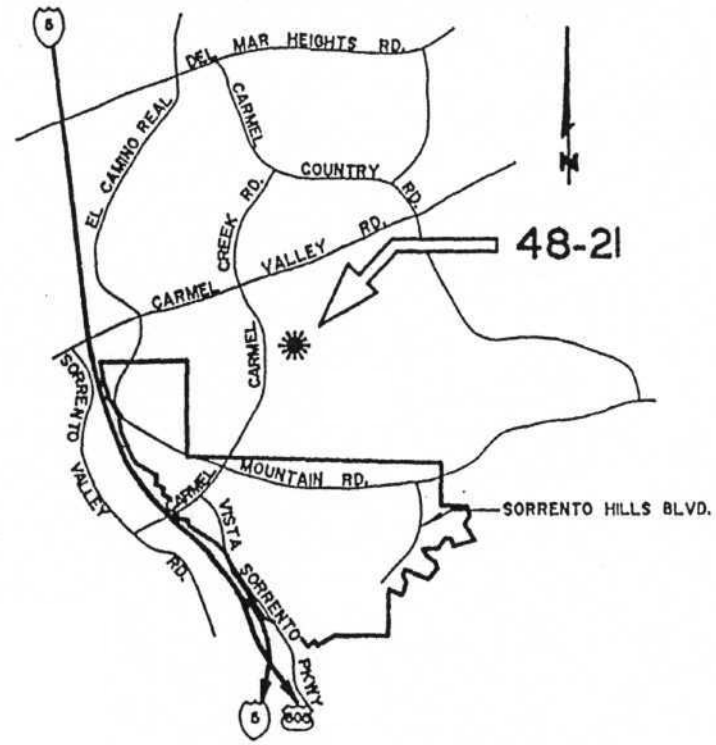
JUSTIFICATION: DEVELOPMENT OF THE CARMEL VALLEY AND SORRENTO HILLS COMMUNITIES WILL REQUIRE THE LOCATING OF A POLICE AREA STATION IN THE VICINITY. THIS PROJECT WILL REQUIRE COMMUNITY PLAN AMENDMENTS. IT IS CONSISTENT WITH THE GENERAL PLAN GUIDELINES.

SCHEDULE: LAND ACQUISITION IS SCHEDULED IN 1998, DESIGN IS SCHEDULED TO BEGIN IN FY 1999 AND BE COMPLETED IN BY 2000. CONSTRUCTION AND FURNISHING WILL BE IN FY 2000. THIS SCHEDULE IS CONTINGENT UPON THE RATE OF DEVELOPMENT AND FEES COLLECTED IN THE COMMUNITY.

C.I.P. NO.: 39-059.0

CV-N PROJECT NO.: 21-44

CV-S PROJECT NO.: 21A-4



ADMINISTRATIVE COSTS

CITY OF SAN DIEGO
FACILITIES FINANCING PROGRAM

PROJECT: 48-18
COUNCIL DISTRICT: 1
COMMUNITY: SORRENTO HILLS

TITLE: **ADMINISTRATIVE COSTS**

DEPARTMENT:
COSTS: LAND
ENGR/CONSTR

FUNDING:	SOURCE	EXPEN/ENCUM	CONT APPROP	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001	FY 2002-2005
150,000	DEVELOPMENT AGREEMENT			20,000	20,000	20,000	20,000	20,000	50,000
				R	R	R	R	R	R
150,000	TOTAL			20,000	20,000	20,000	20,000	20,000	50,000

L=Land Acquisition P=Preliminary Design D=Design C=Construction R=Reimbursement F=Furnishings

DESCRIPTION: THIS PROJECT IS FOR THE SORRENTO HILLS PORTION OF COSTS INCURRED BY THE CITY OF SAN DIEGO FOR IMPLEMENTATION OF THE PUBLIC FACILITIES FINANCING PLAN.

JUSTIFICATION: THE PROJECT IS NECESSARY TO ENSURE COST RECOVERY FOR TIME SPENT BY THE CITY TO ADMINISTER THE PUBLIC FACILITIES FINANCE PLAN.

SCHEDULE: ON-GOING.

APPENDIX A

TRAFFIC IMPACT ANALYSIS

Traffic Impact Analysis

Torrey Hills

June 7, 1996

Prepared for:
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Prepared by:
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517 Fourth Avenue, Suite 201
San Diego, CA 92101

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SECTION 1

INTRODUCTION

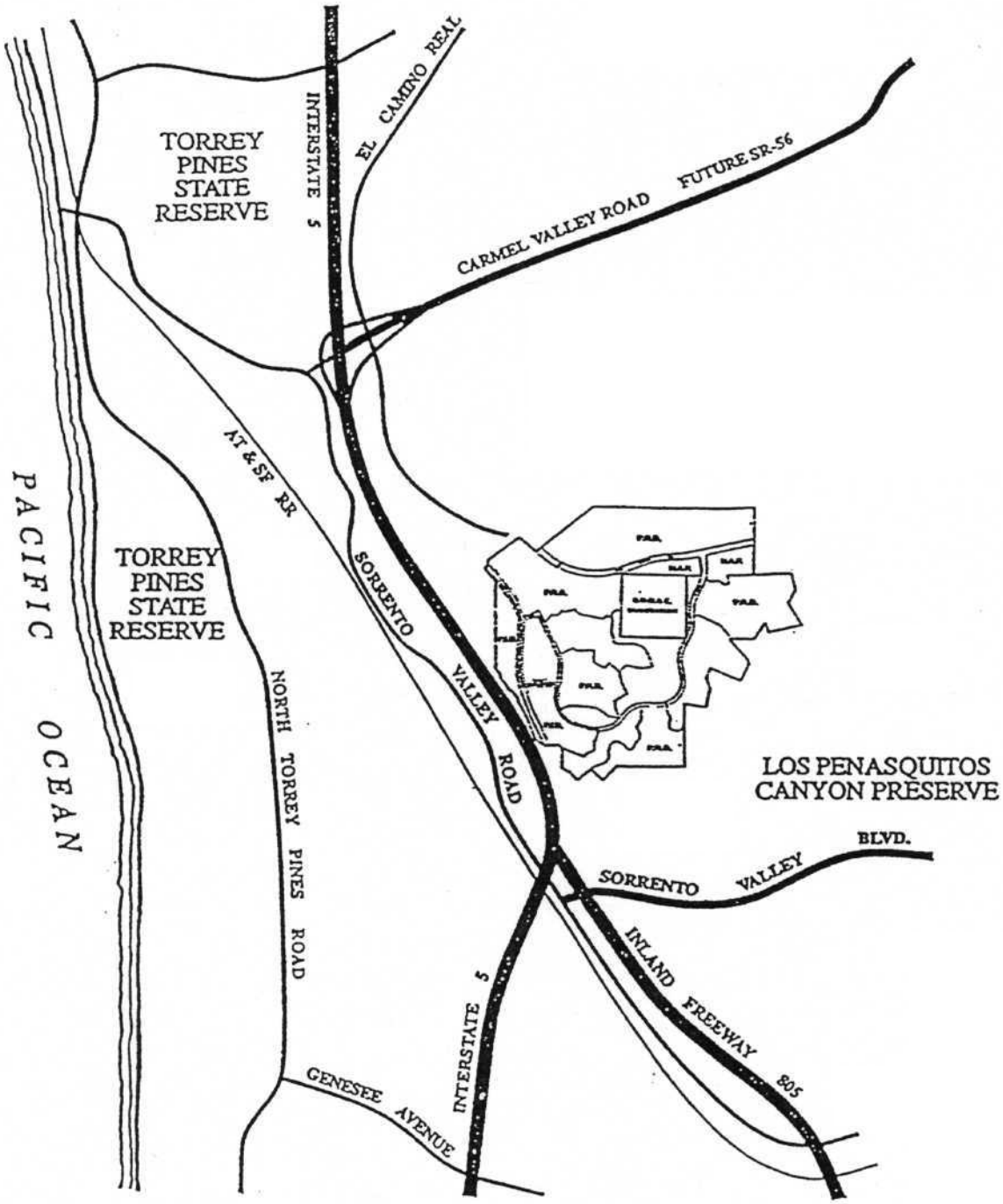
This report documents the methods and findings of a traffic impact analysis conducted by Kimley-Horn and Associates, Inc., to evaluate the long-term future traffic conditions in the Sorrento Hills Community resulting from revised land use types and intensities within the Torrey Hills project.

1.1 PROJECT DESCRIPTION

The Torrey Hills project is a major multi-use development that comprises the largest part of the future Sorrento Hills Community. The project is located east of I-5, between Carmel Valley Road and Sorrento Valley Boulevard. **Figure 1.1-1** depicts the location of the project in a regional context. The Torrey Hills development would take its primary access to/from I-5 via Carmel Mountain Road, a portion of which is already under construction. The project is proposed to include office, residential, industrial, commercial, educational and recreational uses. This traffic study was conducted to identify the community-wide traffic impacts resulting from land use changes within the Torrey Hills project. The analysis takes into account both the Torrey Hills project and the remaining elements of the Sorrento Hills Community.

Sorrento Hills land uses (including the Torrey Hills project) will generate 65,123 cumulative daily trips when fully built out, including 6,374 during the morning peak hour and 7,853 during the afternoon peak hour. The approved Sorrento Hills Community Plan would generate 6,800 more daily trips (including 1,600 more during the morning peak hour alone) than proposed land uses. This decrease is due to revised land uses within the Torrey Hills project. Proposed land uses feature a greater proportion of single-family dwelling units, as compared to multifamily residences, than the approved plan. Because of the lower density of single-family residential developments, this land use type will generate fewer trips per acre of coverage than multifamily uses. The proposed plan also has much reduced industrial land use intensity than the approved plan; approved industrial land uses would have generated 14,000 more trips than proposed industrial uses. The industrial uses in the approved plan are replaced by retail uses in the proposed plan. This land use substitution results in much greater "capture" of project-generated traffic because a high concentration of industrial uses would tend to attract traffic from throughout the region, while retail uses of the type proposed would be oriented toward fulfilling the shopping needs of Sorrento Hills and the surrounding residential development.

The Sorrento Hills Community Plan was adopted in December, 1994. Kimley-Horn's traffic study for the Torrey Hills project (formerly known as Torrey Reserve Heights), completed in September, 1994, provided a comprehensive analysis of future Sorrento Hills traffic conditions. (Portions of this study are reproduced in the appendices to the current study.) The findings of this study indicated adequate daily roadway segment and peak hour intersection Level of Service (LOS). The current proposal provides for improved internal circulation, reduced project trip generation, more internal capture of project-related trips, and a better peak hour directional split



NO SCALE

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TORREY HILLS
GENERAL LOCATION MAP

FIG. 1.1-1

of project traffic. As a result, traffic conditions are expected to be improved over conditions expected with the approved plan.

1.2 STUDY SCOPE AND PURPOSE

This traffic study has been conducted in order to evaluate the long-term future impacts of land use and transportation network changes within Torrey Hills. This analysis focuses on the Sorrento Hills Community Plan area only, since the proposed project represents a reduction from the recently approved project. The scope and methodology were developed in consultation with City of San Diego staff.

Peak hour traffic conditions at the following 12 intersections were analyzed in this study:

- Carmel Mountain Road/Sorrento Valley Road
- Carmel Mountain Road/I-5 southbound ramps
- Carmel Mountain Road/I-5 northbound ramps
- Carmel Mountain Road/Vista Sorrento Parkway
- Carmel Mountain Road/El Camino Real/Carmel Creek Road
- Carmel Mountain Road/"C" Street
- Carmel Mountain Road/Shopping Center Access
- Vista Sorrento Parkway/"A" Street
- Vista Sorrento Parkway/"B" Street
- "B" Street/"C" Street
- "A" Street/"C" Street
- Carmel Mountain Road/"HH" Street

Street segments along the following roadways were also analyzed:

- Carmel Mountain Road
- Vista Sorrento Parkway
- "A" Street
- "B" Street
- "C" Street
- El Camino Real

1.2.2 TIME PERIODS ANALYZED IN THIS STUDY

Street segments were evaluated based on forecasted average daily traffic volumes, based on City of San Diego daily Level of Service (LOS) standards. Intersections and freeway ramps were evaluated during the morning and afternoon peak hours. The analysis concentrates on peak hours since these typically represent periods when congestion would likely occur.

1.2.3 TRAFFIC SCENARIOS ANALYZED IN THIS STUDY

This study provides a qualitative evaluation of existing conditions in the study area and a quantitative analysis of long-term future (year 2010) of traffic conditions. Improvements are suggested at locations where significant impacts were anticipated.

1.3 ORGANIZATION OF THIS REPORT

Section 2 describes the existing circulation system and briefly discusses traffic conditions in the vicinity of the proposed project. Section 3 analyzes long-term future (year 2010) traffic conditions on study area street segments, freeway ramps, and intersections. Section 4 compares the proposed project to the approved land uses. Section 5 analyzes project phasing and Section 6 summarizes the key findings and conclusions of the foregoing analysis.

SECTION 2

EXISTING CONDITIONS

The transportation infrastructure planned to serve the Torrey Hills project is under construction and land development has not yet occurred. For this reason, the discussion of existing traffic conditions in the study area are general in nature.

2.1 EXISTING TRANSPORTATION FACILITIES AND TRAFFIC CONDITIONS

As discussed in the preceding section, the project is located east of I-5 and south of Carmel Valley Road. The following paragraphs describe key elements of the existing transportation network in the area.

Interstate 5 is an Interstate freeway extending from Mexico to Canada. As of 1994, the Average Daily Traffic (ADT) volume for the I-5 segment between the I-5/I-805 merge and Carmel Valley Road was 211,000 vehicles per day. Work has begun on a widening program to provide additional High Occupancy Vehicle (HOV) and general purpose lanes north of the merge.

State Route 56 is a four-lane freeway extending eastward from I-5 to its current terminus east of the Carmel Valley Community. SR-56 is planned to be extended eastward to another currently-constructed segment between I-15 and Black Mountain Road.

Carmel Valley Road is an east/west roadway that connects the Carmel Valley Community to I-5. Carmel Valley Road extends eastward from its terminus at North Torrey Pines Road to its ramps to/from SR-56. Carmel Valley Road continues east of SR-56 and terminates at Black Mountain Road.

El Camino Real is a major north/south facility extending from Oceanside to the Torrey Hills project area. El Camino Real has been a six-lane facility from SR-56 to Carmel Mountain Road.

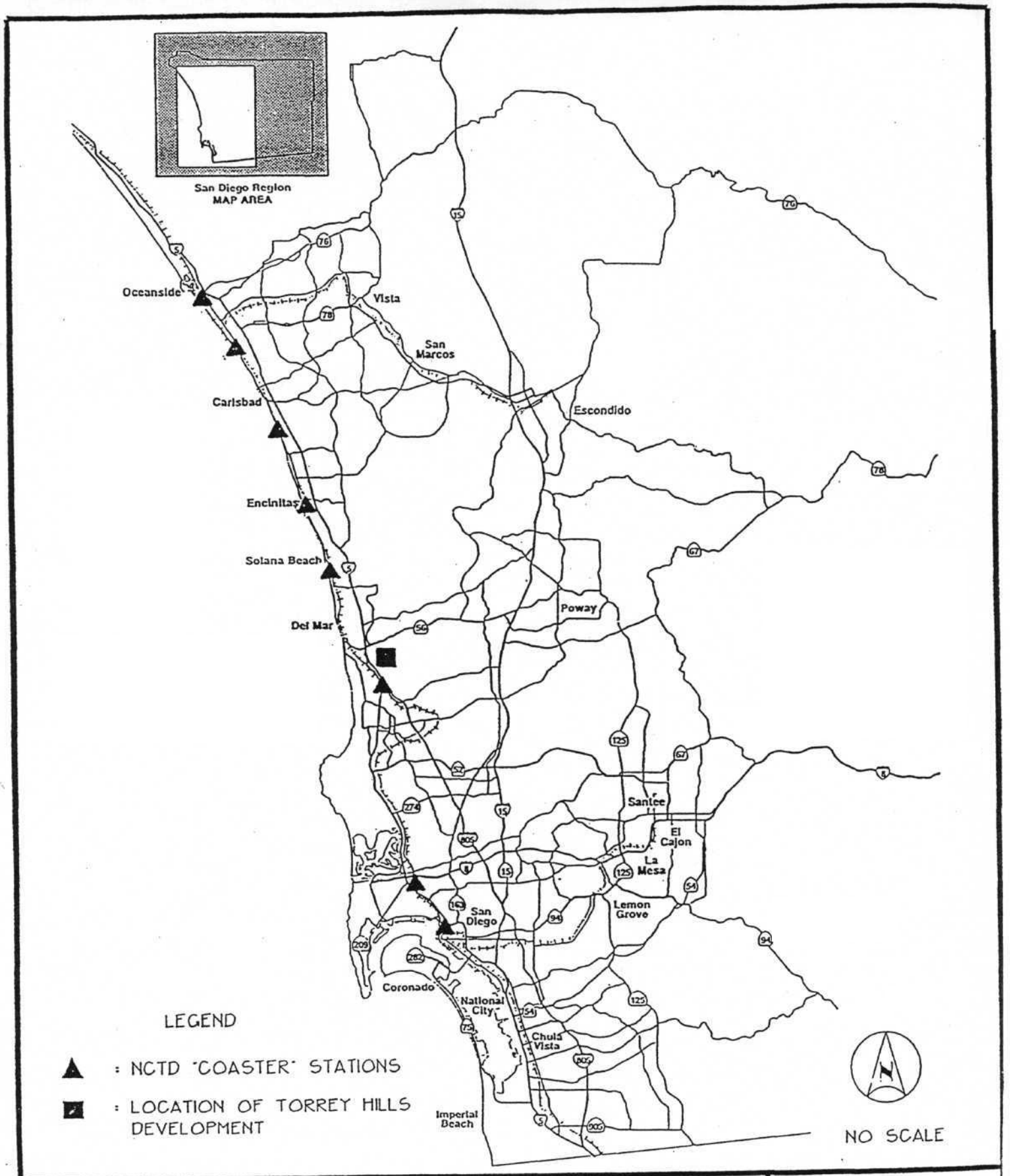
Carmel Mountain Road is a two-lane street from Sorrento Valley Road to I-5. An interchange is planned with I-5 as part of the Sorrento Hills development agreement. Carmel Mountain Road has been constructed from I-5 easterly to the El Camino Real intersection as a six-lane primary arterial.

2.1.1 COASTER CONNECTION

The North County Transit District (NCTD) operates the "Coaster" commuter rail service between Oceanside and downtown San Diego. There are eight stations along the route, including one in Sorrento Valley north of the I-5/I-805 merge. NCTD operates shuttles at no additional charge to patrons travelling between the station and Sorrento Mesa, Carroll Canyon, Campus Point and

Torrey Pines/UCSD Transfer on a reservation basis. **Figure 2.1-1** depicts the location of Coaster stations in relation to the location of the proposed project. As shown in this figure, the proximity of the Torrey Hills project to the Sorrento Valley Coaster station presents an excellent opportunity to provide regional mass transit service to the employees and residents of the Torrey Hills development, particularly if a loop-type shuttle service were extended to the community.

NCTD operates five southbound and two northbound Coaster trains during the morning commuting period and five northbound and two southbound trains during the afternoon peak period. One mid day train is provided in each direction. In addition, special Friday night service was inaugurated in June, 1995 with two trains operating in each direction. Headways (i.e., the time between trains) in the peak direction of travel (i.e., southbound in the morning and northbound in the afternoon) vary between 28 and 45 minutes.



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LOCATION OF NCTD "COASTER" STATIONS

FIG. 2.1-1

SECTION 3

LONG-TERM FUTURE (YEAR 2010) CONDITIONS

The following paragraphs describe long-term future conditions in the Torrey Hills project. Succeeding sections will analyze future traffic conditions, compare the traffic impacts of proposed land uses to those of approved land uses, and describe project phasing.

3.1 FUTURE TRANSPORTATION SYSTEM

3.1.1 FUTURE STREET NETWORK

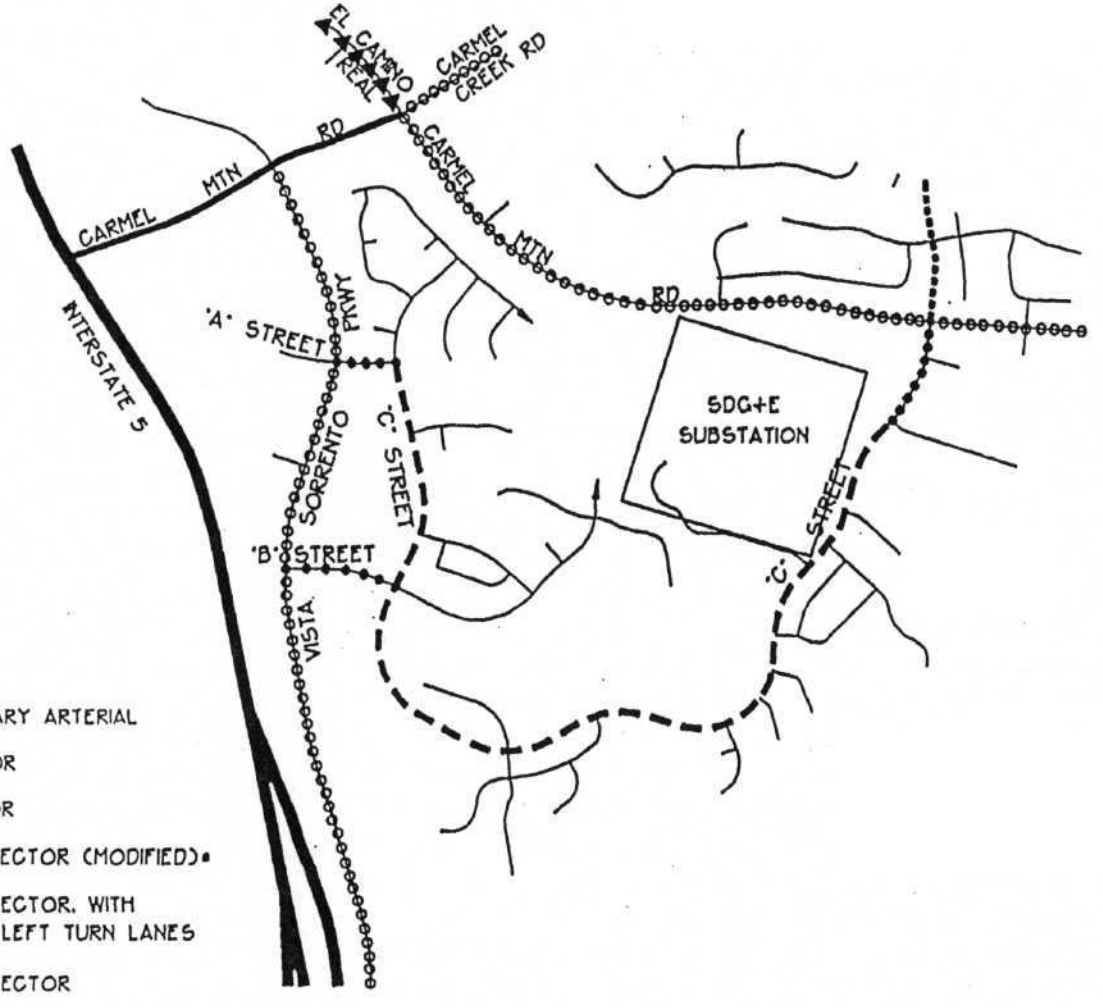
The Sorrento Hills roadway network has been modified from the approved plan in order to provide for better circulation of project-related traffic and to serve the proposed development patterns. Among the key changes was the extension and realignment of the former "D" Street to connect with Carmel Mountain Road near the eastern edge of the project. This street is now known as "C" Street and includes a segment formerly referred to as Sorrento Hills Boulevard East. "C" Street's alignment has been shifted to the west opposite a residential access street and now provides only two connections to Vista Sorrento Parkway (via "A" Street and "B" Street), whereas the previous plan provided for three connections. The extension of "C" Street will improve intra-project access and allow motorists to avoid possible congestion at the Carmel Mountain Road intersections with Vista Sorrento Parkway and El Camino Real. **Figure 3.1-1** depicts the proposed future street alignments and classifications. (Refer to Appendix A for a map presenting the superseded street system.)

3.1.2 FUTURE INTERSECTION CONFIGURATIONS

Kimley-Horn developed lane configurations for future intersections based on anticipated travel patterns. At the Carmel Mountain Road intersection with the access road serving the multi-family development on the north side of Carmel Mountain Road south of Carmel Creek Road (i.e., TAZ 722), traffic operations will be channelized as shown in previously-referenced **Figure 3.1-2**. The configuration shown will serve as a temporary refuge/acceleration lane for southbound left-turning vehicles. **Figure 3.1-2** presents the lane configurations of the 12 intersections analyzed in this study.

3.1.3 BICYCLE ROUTES

Figure 3.1-3 depicts the location of bicycle routes within the Torrey Hills development. These routes were identified in consultation with City of San Diego staff and are generally consistent with the Pedestrian Circulation Plan contained in the Torrey Hills Planned Residential Development/Planned Industrial Development Design Guidelines and Development Standards (June, 1995).



LEGEND

- FREEWAY
- 6-LANE PRIMARY ARTERIAL
- 6-LANE MAJOR
- 4-LANE MAJOR
- 4-LANE COLLECTOR (MODIFIED)*
- 2-LANE COLLECTOR, WITH CONTINUOUS LEFT TURN LANES
- 2-LANE COLLECTOR
- LOCAL STREET

*INCLUDES A RAISED MEDIAN

NO SCALE

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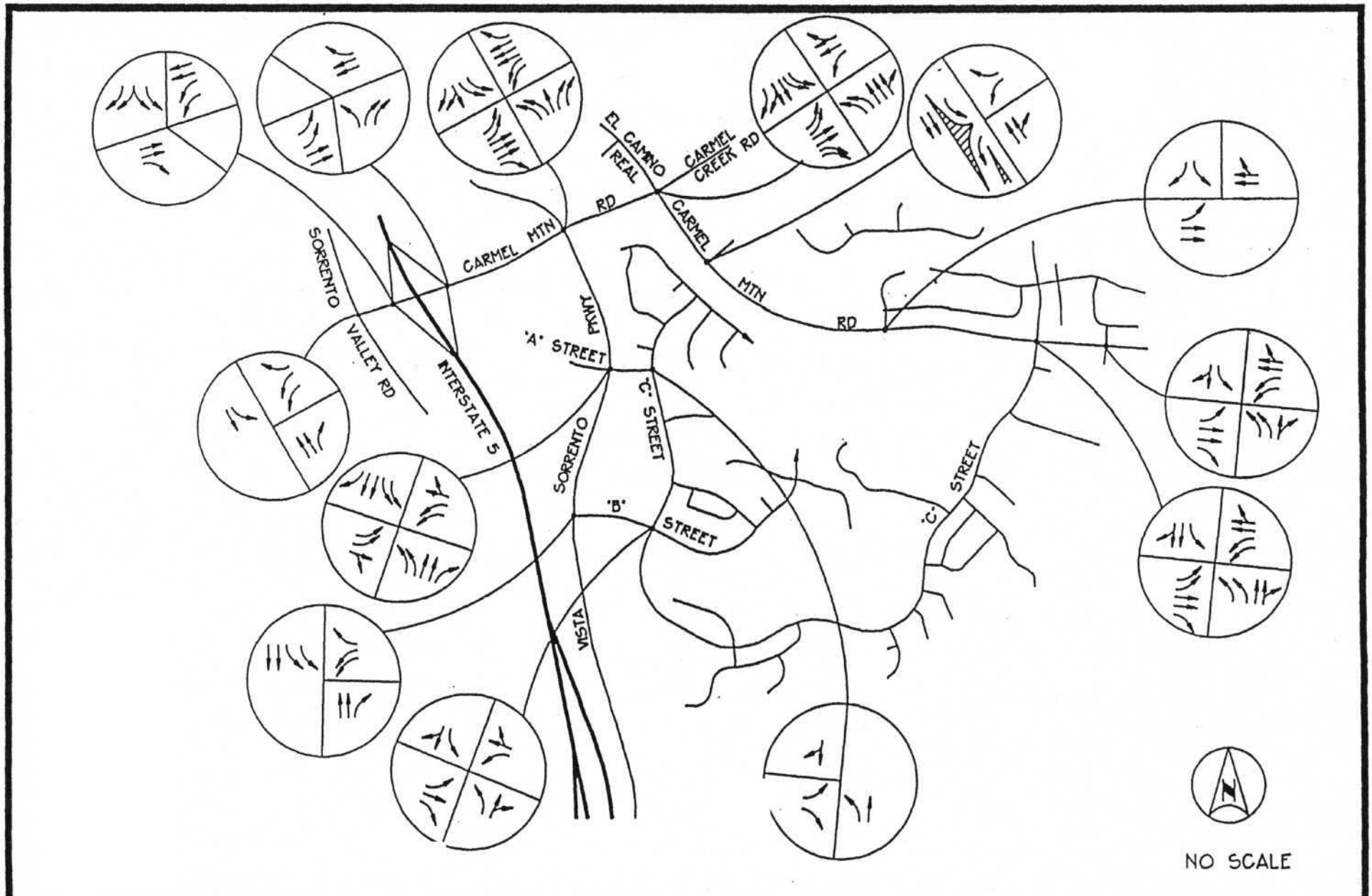
TORREY HILLS
PROPOSED STREET CLASSIFICATION

FIGURE 3.1-1



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TORREY HILLS
INTERSECTION LANE CONFIGURATIONS

FIGURE 3.1-2

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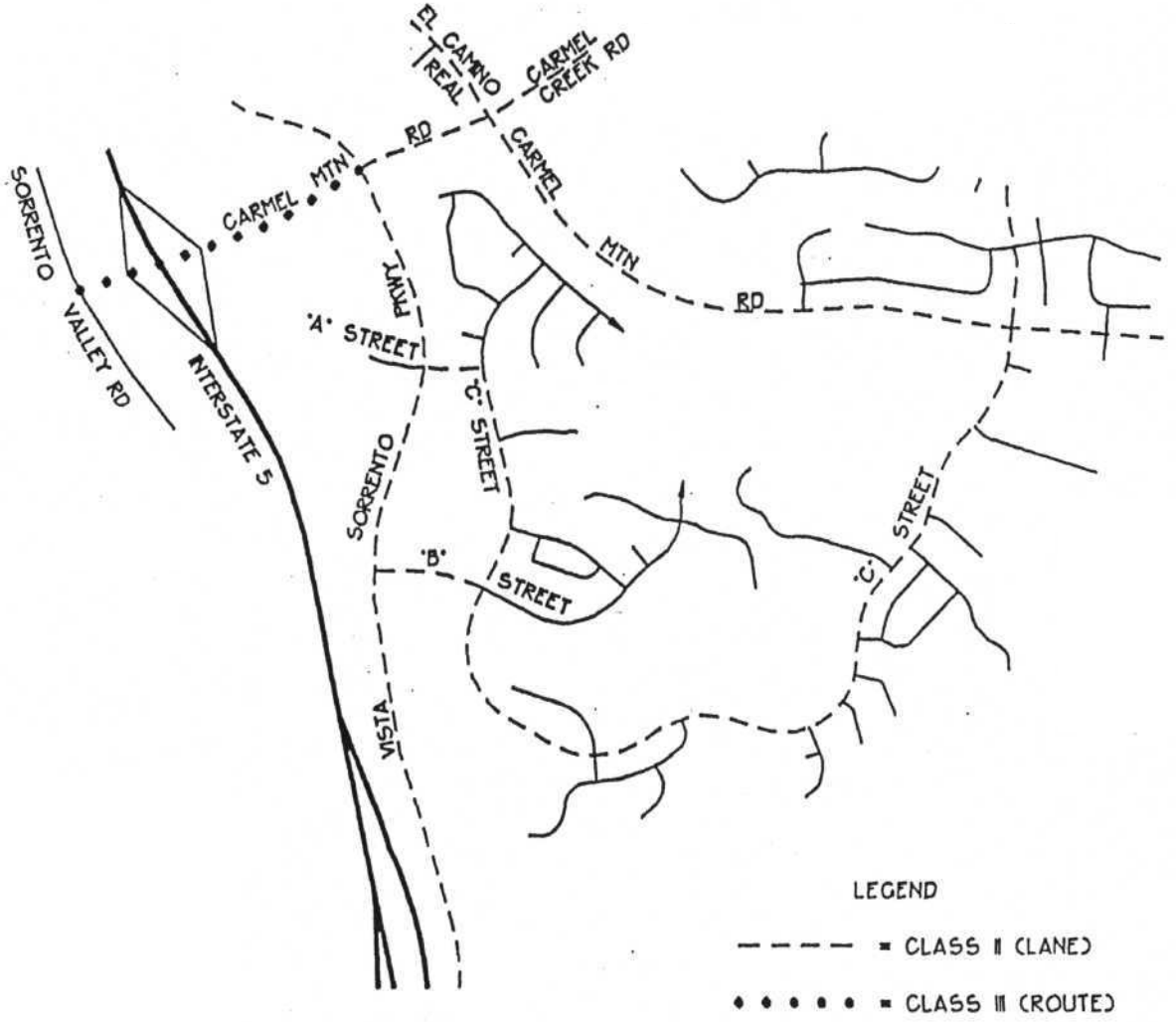

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TORREY HILLS BICYCLE FACILITIES

FIGURE 3.1-3

3.2 FORECAST TRAFFIC VOLUMES

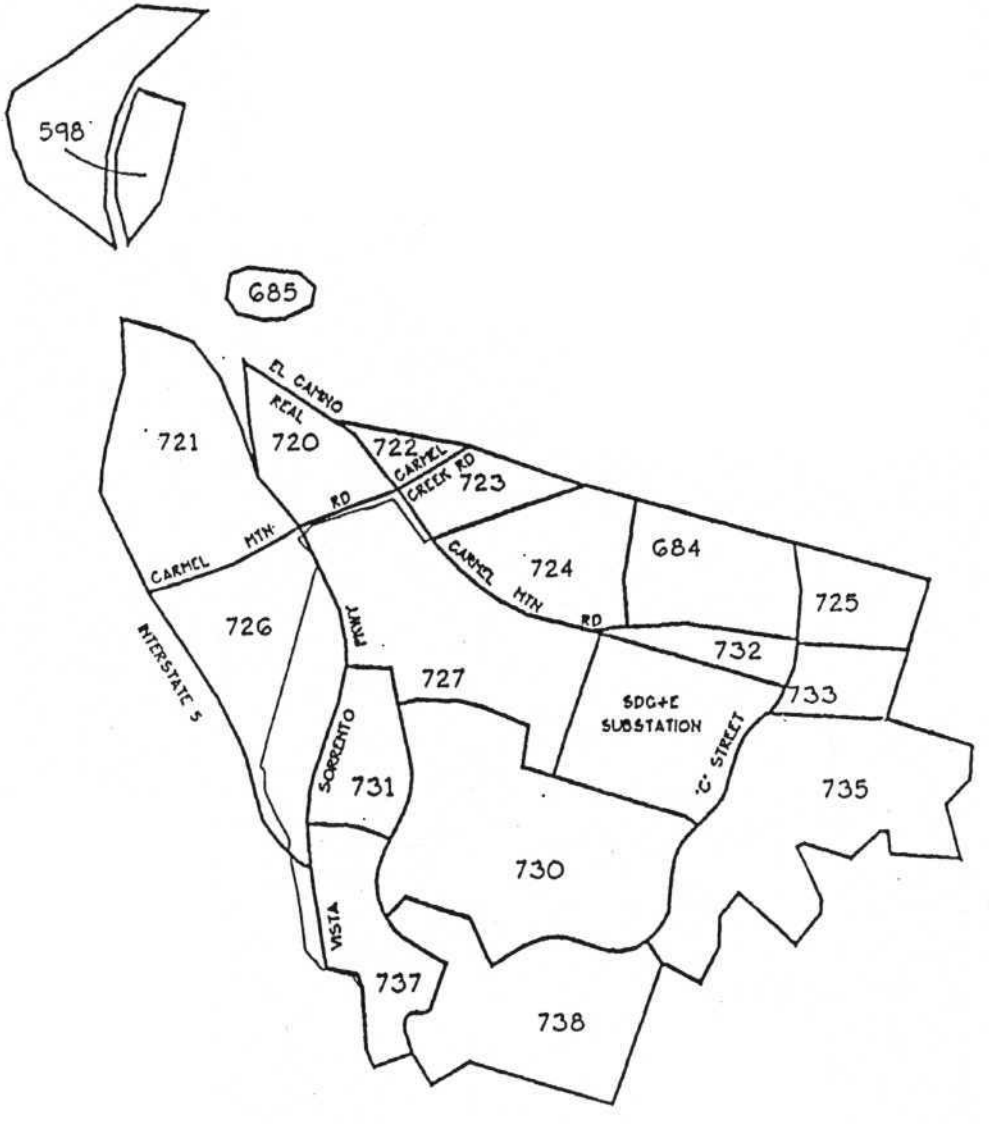
Forecast traffic volumes were obtained using the regional transportation demand forecast model developed and maintained by the San Diego Association of Governments (SANDAG). Kimley-Horn developed model inputs for a project-specific travel forecast. This forecast considers the proposed project and the latest development proposals in the Carmel Valley community plan area. This forecast, which was developed in consultation with the City, assumes that Carmel Creek Road will connect to SR-56 in Neighborhood 8A. A separate evaluation of this issue is being reviewed as part of the update to the Carmel Valley Neighborhood 8A Specific Plan. The model is based on complete buildout of the Sorrento Hills community planning area and the surrounding area and year 2010 projections of population and employment in the San Diego region. The model reflects the Torrey Hills land uses as currently proposed, which have less intense trip generation characteristics than the approved plan. The following subsections summarize the key steps in developing the forecast.

3.2.1 PROJECT TRAFFIC GENERATION

Sorrento Hills Community land uses were grouped into similarly-sized geographic subunits, known as Traffic Analysis Zones (TAZs). **Figure 3.2-1** depicts TAZ boundaries for the entire Sorrento Hills Community. Trip generation rates developed by the City of San Diego were then used to calculate the number of trips generated by all Sorrento Hills land uses based on land use types and intensities. The *"cumulative"* traffic generation rate which represents the amount of traffic that is expected to be added to the roadway system (i.e., driveway traffic minus "pass-by" traffic), which was used in this evaluation.

Table 3.2-1 summarizes Sorrento Hills traffic generation. In accordance with City of San Diego direction, this study analyzes traffic conditions associated with cumulative trip generation, because this condition reflects the addition of new traffic to the street system. As shown in Table 3.2-1, the Community (comprised primarily of the Torrey Hills project) will generate 65,123 daily trips, including 6,374 in the morning peak hour and 7,853 in the afternoon peak hour. The proposed project will have a better balance of inbound/outbound peak hour trips than the approved Community Plan. This is particularly true in the afternoon peak hour, where 37 percent of all trips are inbound (compared to 34 percent in the approved plan). This is due to the mix of proposed land uses. Whereas the approved plan provided for more intensive industrial uses which would generate heavy outbound traffic volumes in the afternoon peak hour, proposed land uses would have a mix of land uses which, when combined, would generate a more balanced split on inbound and outbound traffic. This balance will reduce the congestion typically associated with highly concentrated directional travel.

Traffic Analysis Zone 733, located at the southeast corner of the Carmel Mountain Road/"C" Street, will generate 8,640 daily trips. This neighborhood commercial center will serve the needs of the Sorrento Hills Community, as well as those of the Carmel Valley (South) Community and Future Urbanizing Area (FUA) Subarea V. Nearly all of these trips are "captured" within



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TORREY HILLS
TRAFFIC ANALYSIS ZONE

FIGURE 3.2-1

TABLE 3.2-1
TORREY HILLS DAILY AND PEAK HOUR TRIP GENERATION
SUBTOTALED BY TRAFFIC ANALYSIS ZONE (CUMULATIVE RATE FOR RETAIL USES)

TAZ	LAND USE	AMOUNT	DAILY TRIP RATE	ADT*	AM PEAK HOUR TRIPS TOTAL	AM IN	AM OUT	PM PEAK HOUR TRIPS TOTAL	PM IN	PM OUT
598	Office/Corporate	440,066 SF	15 /KSF	6,601	990	891	99	990	99	891
598	Visitor Serving Comm.	36,580 SF	20 /KSF	732	110	99	11	110	11	99
				7,333	1,100	990	110	1,100	110	990
684	SF 4,000	120 DU	10 /DU	1,200	96	19	77	120	84	36
684	SF 5,000	35 DU	10 /DU	350	28	6	22	35	25	11
				1,550	124	25	99	155	109	47
685	Single-Family Dwelling	2 DU	10 /DU	20	2	0	1	2	1	1
720	Office	210,000 SF	20 /KSF	4,200	546	491	55	588	118	470
721	Office	210,000 SF	20 /KSF	4,200	546	491	55	588	118	470
721	Single-Family Dwelling	121 DU	10 /DU	1,210	97	19	77	121	85	36
721	Industrial	120,000 SF	15 /KSF	1,800	198	178	20	216	43	173
721	Industrial	42,070 SF	15 /KSF	631	69	62	7	76	15	61
				7,841	910	751	159	1,001	261	740
722	Flats (MF)	88 DU	8 /DU	704	56	11	45	70	49	21
723	Flats (MF)	262 DU	8 /DU	2,096	168	34	134	210	147	63
724	Courtyard Dwelling (SF)	125 DU	10 /DU	1,250	100	20	80	125	88	38
724	SF 5,000	35 DU	10 /DU	350	28	6	22	35	25	11
				1,600	128	26	102	160	112	48
725	SF 5,000	85 DU	10 /DU	850	68	14	54	85	60	26
726	Industrial	237,930 SF	15 /KSF	3,569	393	353	39	428	86	343
726	Office/Industrial	270,000 SF	20 /KSF	5,400	702	632	70	756	151	605
726	Support Commercial	40,000 SF	72 /KSF	2,880	115	69	46	317	158	158
726	Day Care	3,000 SF	70 /KSF	210	40	20	20	38	19	19
				12,059	1,250	1,074	175	1,539	414	1,125
727	SF 5,000	135 DU	10 /DU	1,350	108	22	86	135	95	41
727	SF Shallow	80 DU	10 /DU	800	64	13	51	80	56	24
				2,150	172	34	138	215	151	65
730	Townhouse	140 DU	8 /DU	1,120	90	18	72	112	78	34
730	SF 4,000	140 DU	10 /DU	1,400	112	22	90	140	98	42
730	Townhouse Flat	200 DU	8 /DU	1,600	128	26	102	160	112	48
				4,120	330	66	264	412	288	124
731	Elementary School	4 AC	60 /AC	240	62	37	25	12	4	8
731	Health Club	20,000 SF	45 /KSF	900	36	22	14	81	49	32
731	Park	12 AC	50 /AC	600	24	12	12	48	24	24
				1,740	122	71	51	141	76	65
732	Neighborhood Commer.	5,000 SF	72 /KSF	360	14	9	6	40	20	20
733	Neighborhood Commer.	110,000 SF	72 /KSF	7,920	317	190	127	871	436	436
735	Flats	300 DU	8 /DU	2,400	192	38	154	240	168	72
735	Townhouse Flats	190 DU	8 /DU	1,520	122	24	97	152	106	46
735	SF 4,000	165 DU	10 /DU	1,650	132	26	106	165	116	50
735	SF 4,000	15 DU	10 /DU	150	12	2	10	15	11	5
				5,720	458	92	366	572	400	172
737	Office	190,000 SF	20 /KSF	3,800	494	445	49	532	106	426
738	SF 5,000	40 DU	10 /DU	400	32	6	26	40	28	12
738	SF 5,000	70 DU	10 /DU	700	56	11	45	70	49	21
				1,100	88	18	70	110	77	33
	TOTALS			65,123	6,374	4,466	1,908	7,853	2,860	4,993

* Average Daily Traffic Volume

c11:\123r5w\programs\09500402.wk4

Sorrento Hills, Carmel Valley, and FUA Subarea V communities and would have minimal regional transportation impacts. The trip generation characteristics of this TAZ are therefore somewhat overstated.

3.2.2 PROJECT TRAFFIC DISTRIBUTION AND ASSIGNMENT

Project-related traffic volumes on the street system shown on previously-referenced Figure 3.2-1 were estimated using a select zone run of the SANDAG model. **Figure 3.2-2** presents total project volumes on study area roadways as well as the percentage of total project traffic on each segment. Carmel Mountain Road between Vista Sorrento Parkway and the I-5 northbound ramps will accommodate nearly 22,000 project-related trips, or 34 percent of total project-generated traffic. Although the project traffic represents the greatest portion of total forecast traffic on most links, some segments, including Carmel Mountain Road and Vista Sorrento Parkway, will have a significant amount of non-project traffic on them. These volumes represent regional traffic entering or passing through Sorrento Hills.

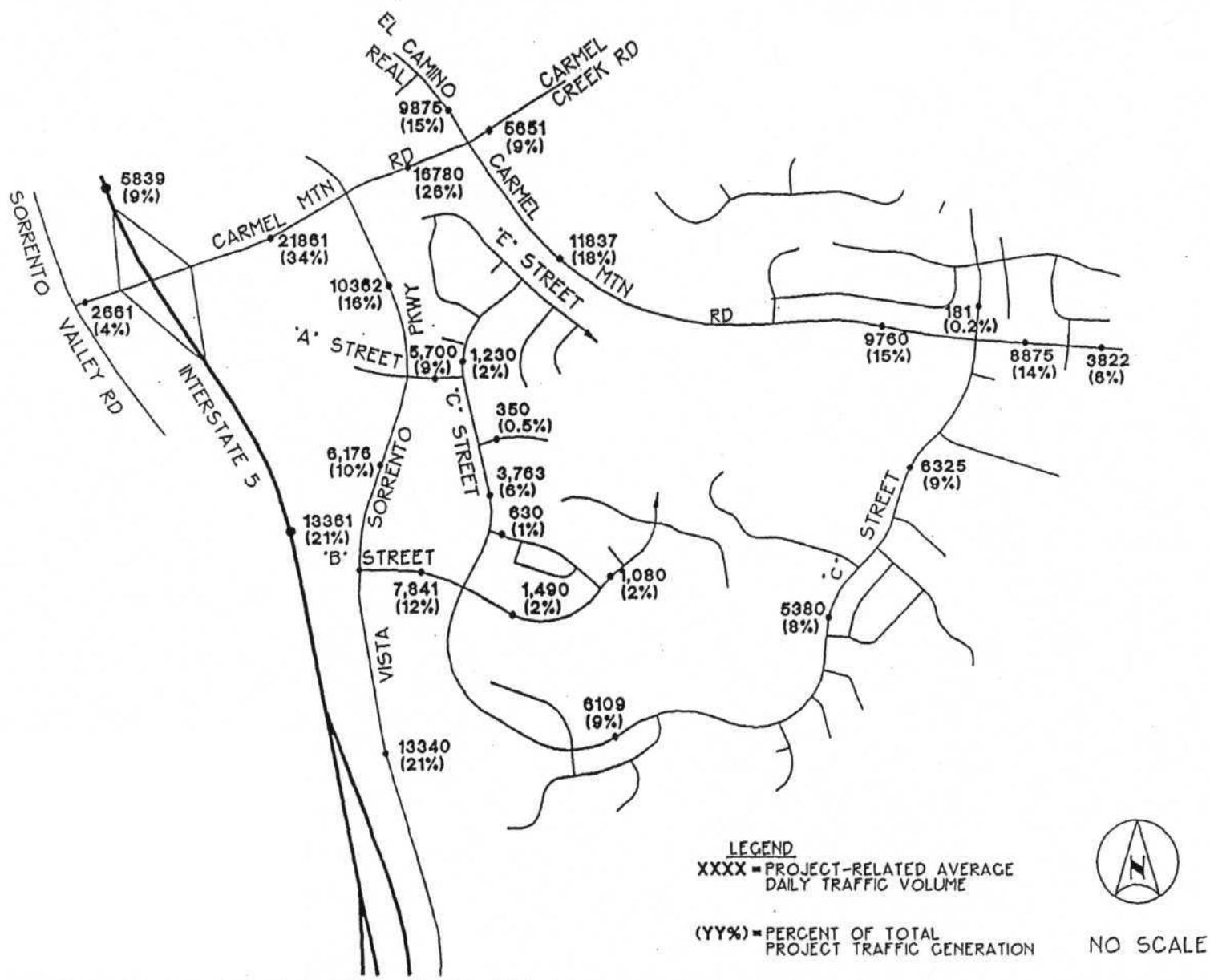
A cordon analysis was conducted in order to estimate the amount of project-related traffic "captured" within the site. This analysis indicated that 23 percent of project traffic remained within the Sorrento Hills area, reflecting the project's balance of residential, commercial and industrial uses. This balance of land use types reduces the amount of project traffic contributed to the regional transportation network.

3.2.3 FORECAST DAILY ROADWAY SEGMENT VOLUMES

Figure 3.2-3 depicts forecast daily traffic volumes on Sorrento Hills streets. As shown in this figure, Carmel Mountain Road will have an ADT volume of 45,000 vehicles per day between Vista Sorrento Parkway and El Camino Real. On "C" Street, there will be an ADT volume of 10,000 east of "B" Street. South of Carmel Mountain Road, the ADT on "C" Street will be 8,000 vehicles per day.

3.2.4 FORECAST PEAK HOUR INTERSECTION TURNING MOVEMENT VOLUMES

Kimley-Horn developed peak hour turning movement volumes for the September, 1994 study based on the land uses then proposed. As discussed previously, the approved community plan generates 6,800 more daily trips than the current proposal. The peak hour volumes analyzed in the September, 1994 study were adjusted manually to reflect reductions due to the less intensive trip generation characteristics of the current proposal, and to reflect changes to the peak hour directional distribution of project traffic. **Figure 3.2-4** presents these volumes.



Kimley-Horn and Associates, Inc.

TORREY HILLS
PROJECT TRAFFIC ASSIGNMENT
(actual + percent of total project traffic)

FIGURE 3.2-2

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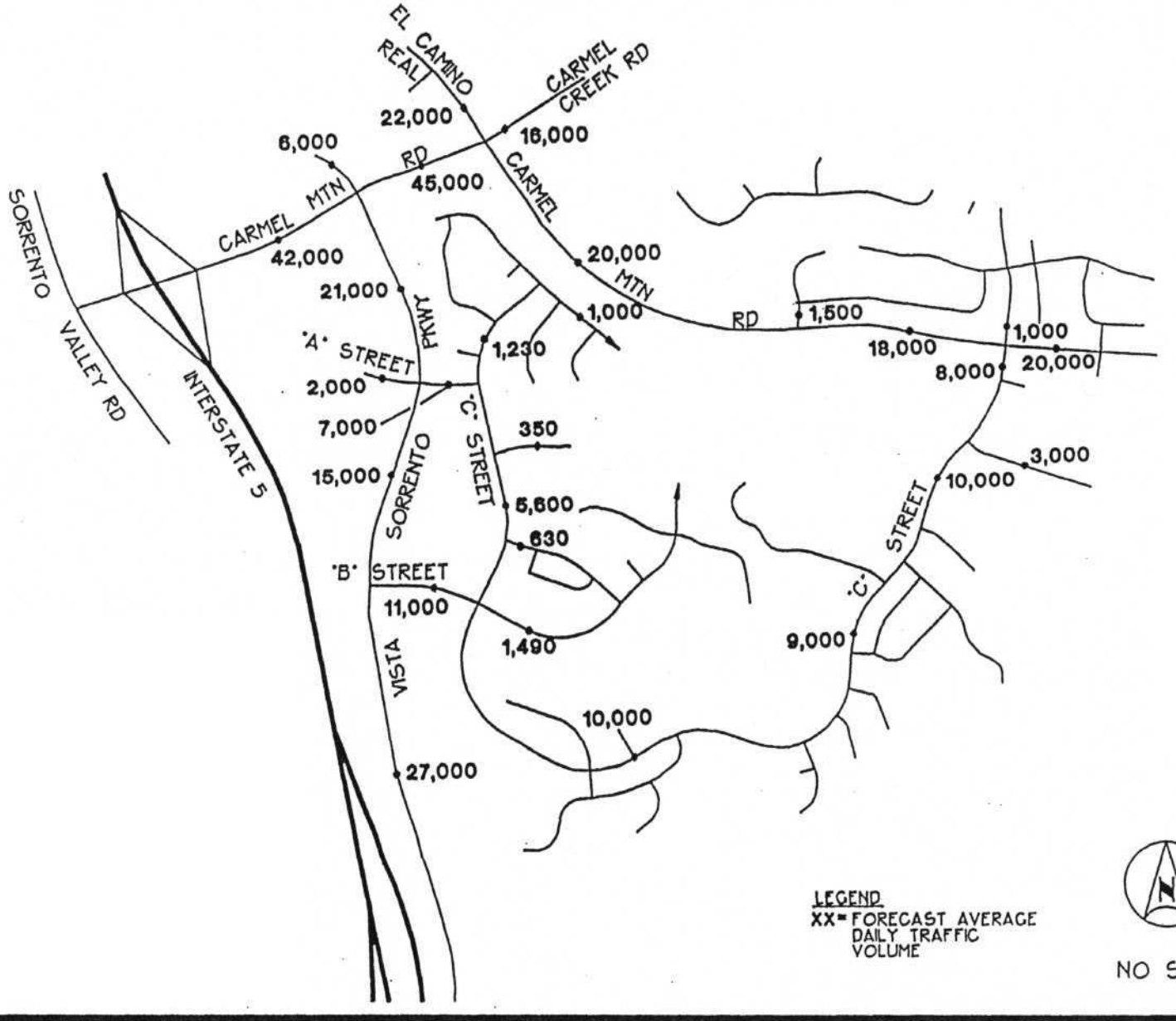
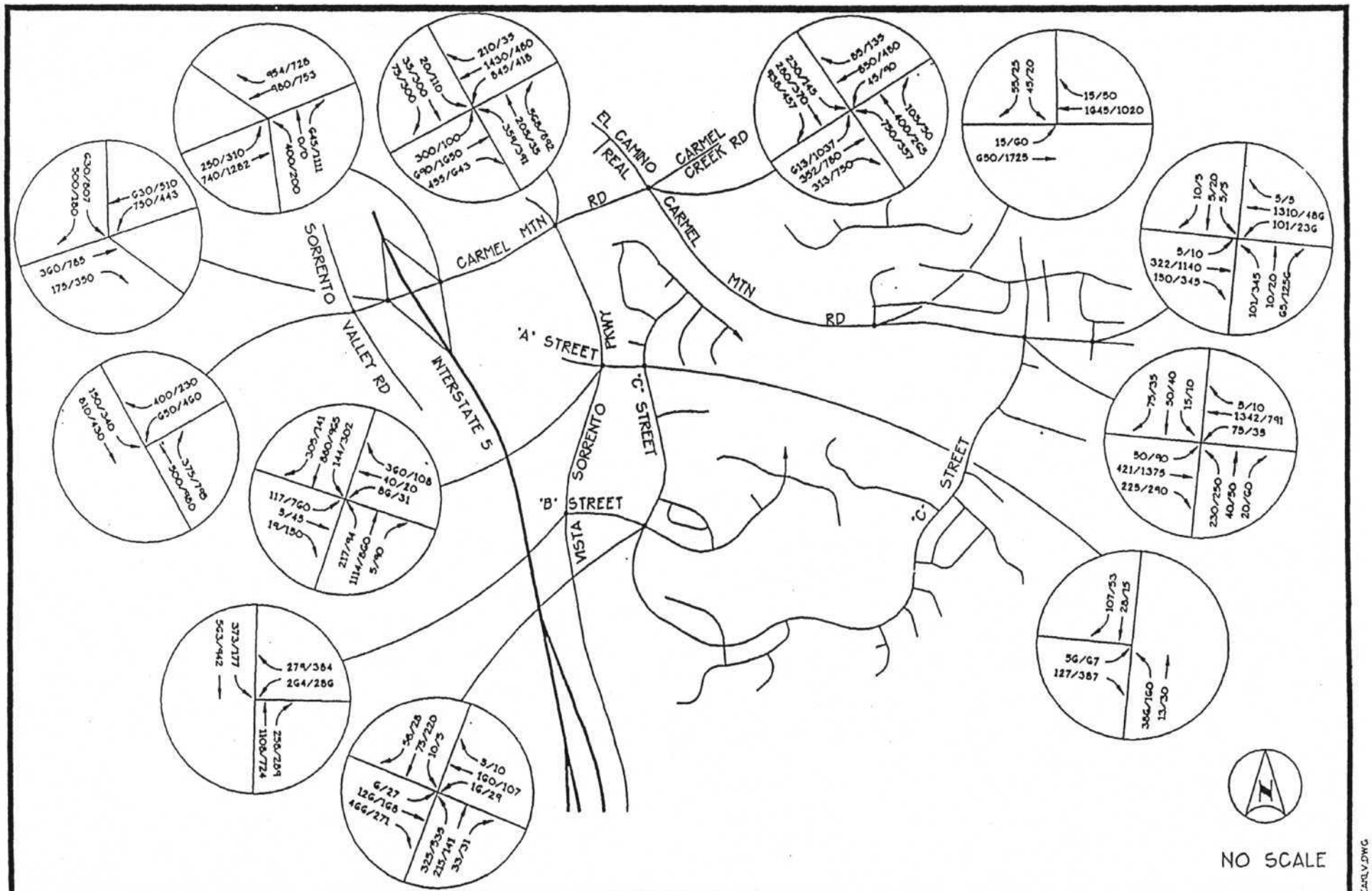


Kimley-Horn and Associates, Inc.

TORREY HILLS
YEAR 2010 FORECASTED DAILY TRAFFIC VOLUMES

FIGURE 3.2-3



Kimley-Horn and Associates, Inc.

TORREY HILLS

YEAR 2010 AM/PM PEAK HOUR TURNING MOVEMENT VOLUMES

FIGURE 3.2-4

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3.2.4.1 TRAFFIC SIGNAL WARRANT ANALYSIS

The need for traffic signal installation at the Carmel Mountain Road/"HH" Street and "A" Street/"C" Street was analyzed using Caltrans' daily, peak hour and systems warrants. Appendix C contains warrant analysis worksheets documenting this analysis. It was found that daily and peak hour traffic volumes at the "A" Street/"C" Street intersection do not justify installation of traffic signal control. However, the systems warrant is met. At the Carmel Mountain Road/"HH" Street intersection, the morning peak hour warrant is satisfied, but the afternoon and daily warrants are metal as is the systems warrant. Because the Carmel Mountain Road/"HH" Street intersection meets the morning peak hour warrant, a signal is assumed at this location. Although no volume warrants are met at "A" Street/"E" Street, a signal may be desired at this location to regulate flow along the short "A" Street segment between Vista Sorrento Parkway and "C" Street. Signalization should be considered at such time it is warranted by traffic volumes.

3.3 ANALYSIS OF LONG-TERM FUTURE TRAFFIC CONDITIONS

3.3.1 LEVEL OF SERVICE METHODOLOGY

Level of Service (LOS) is a qualitative measure used to describe the condition of traffic flow and the motorist's perception of roadway performance. LOS is expressed using a letter designation ranging from A to F, with A representing the best operating conditions and F being the worst. Level of Service C is the LOS typically used as a design standard applied to newly developing areas; while LOS D is considered to be an acceptable operating condition by most jurisdictions, including the City of Can Diego. Level of Service C is characterized by stable flow and the point at which maneuverability and speed and motorist comfort and convenience begin to decline noticeably. Level of Service D is an unstable flow condition wherein delays become extensive and the effects of congestion on speed and maneuverability become more noticeable.

3.3.2 DAILY ROADWAY SEGMENT CAPACITY ANALYSIS

The forecast daily traffic volumes presented in previously-referenced Figure 3.2-3 were compared the daily roadway segment LOS thresholds established by the City of San Diego for the appropriate street classification. **Table 3.3-1** summarizes the results of this comparison. As shown in this table, all but two street segments are characterized by good LOS C conditions under long-term future conditions. However, these two segments will most likely operate at acceptable levels of service.

"C" Street to the east of "B" Street is expected to have a future traffic volume of 9,000 ADT, which is greater than the LOS C capacity for a two-lane collector with no fronting property (7,500 ADT). However, this roadway is proposed to be constructed as a 50-foot wide roadway to accommodate one travel lane in each direction plus a center turn lane. This cross section, while not in the adopted Street Design Manual, is included in the Draft Street Design Manual with a LOS C capacity of 10,000 ADT.

TABLE 3.3-1
STREET SEGMENT LEVELS OF SERVICE
LONG-TERM FUTURE (YEAR 2010) CONDITION

STREET	SEGMENT	STREET CLASSIFICATION[1]	DAILY TRAFFIC VOLUME	LEVEL OF SERVICE C VOLUME[2]	LEVEL OF SERVICE
Carmel Mountain Rd.	I-5 - Vista Sorrento Pkwy.	6-Lane Prime	42,000	50,000	C
	Vista Sorrento Pkwy. - El Camino Real	6-Lane Prime	45,000	50,000	C
	West of El Camino Real	4-Lane Major	20,000	30,000	B
	West of "C" St.	4-Lane Major	18,000	30,000	B
	East of "C" St.	4-Lane Major	20,000	30,000	B
Vista Sorrento Parkway	Carmel Mountain Rd. - "A" St.	4-Lane Major	21,000	30,000	B
	"A" St. - "B" St.	4-Lane Major	15,000	30,000	B
	South of "B" St.	4-Lane Major	27,000	30,000	C
"A" Street	Vista Sorrento Pkwy. - "C" St.	4-Lane Collector[3]	7,000	15,000	B
"B" Street	Vista Sorrento Pkwy. - "C" St.	4-Lane Collector[3]	11,000	15,000	C
	East of "C" St.	2-Lane Collector	1,490	7,500	A
"C" Street	"A" St. - "B" St.	2-Lane Collector[5]	5,600	7,500	C
		2-Lane Collector[6]	5,600	10,000	B
	South of "EE" St.	2-Lane Collector[5]	9,000	7,500	D
		2-Lane Collector[6]	9,000	10,000	C
	South of Carmel Mountain Rd.	4-Lane Collector[3]	8,000	15,000	C
		4-Lane Major[4]	8,000	30,000	A
El Camino Real	North of Carmel Mountain Rd.	6-Lane Major	22,000	40,000	B

[1] Community Plan street classification.
[2] Based on City of San Diego traffic volume and level of service standards given in the Traffic Impact Study Manual, August, 1993.
[3] Modified 4-Lane Collector with raised median. Adopted LOS C threshold of 15,000 expected in increase to 20,000 ADT per City research and recommendations in Draft Street Design Manual (6/93).
[4] 4-Lane Major with raised median
[5] With continuous center left turn lane. Classification does not exist in Adopted Street Design Manual.
[6] LOS threshold per Draft Street Design Manual

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3.3.3 PEAK HOUR INTERSECTION CAPACITY ANALYSIS

The forecasted peak hour intersection turning movement volumes shown in previously-referenced Figure 3.2-4 were analyzed based on the intersection lane configurations discussed in previous sections. For this analysis, Kimley-Horn used the Highway Capacity Software (HCS) analysis program, release 2 (October, 1994). The City of San Diego requires HCS procedures for analyzing signalized intersections, and this package provides a more accurate estimate of intersection LOS than the Intersection Capacity Utilization (ICU) methodology used in previous studies.

Table 3.3-2 presents the results of the intersection capacity analysis. As shown in this table, all intersections will be characterized by good LOS C or better conditions during both peak hours analyzed, with the exception of the Carmel Mountain Road/El Camino Real/Carmel Creek Road intersection, which experiences LOS D during both peak hours. (Refer to Appendix C for worksheets documenting this analysis.) Level of Service C is typically considered the minimum performance standard for intersections in newly-developing areas in San Diego, with LOS D being considered where extensive improvements would otherwise be needed. The Carmel Mountain Road/El Camino Real/Carmel Creek Road intersection is a key location because it accommodates trips to I-5 that originate in the Torrey Hills area and in other communities lying to the north and east. It also provides an alternate route for north/south travel bypassing I-5 (i.e., via Vista Sorrento Parkway and El Camino Real.) In addition, many trips to and from the shopping center located east of "C" Street will pass through this intersection. Because of its location, the intersection is expected to have heavy traffic volumes on all four legs, resulting in relatively high peak hour volumes. The "A" Street/"C" Street intersection was analyzed as both a signalized and stop-controlled intersection. It will be characterized by excellent LOS B or better conditions during both peak hours, whether signalized or not.

Appendix D contains excerpts of the September 24, 1994, traffic study depicting peak hour traffic volumes for intersections located south of Torrey Hills.

3.3.4 RAMP METERING ANALYSIS

Using procedures outlined by the City of San Diego, the impacts of metering the I-5/Carmel Mountain Road ramps were analyzed. The expected peak hour demand will be southbound in the morning peak hour and northbound in the afternoon peak hour. **Table 3.3-3** presents the results of this analysis. Although the proposed project would add fewer trips to the interchange than the approved plan, and would therefore cause shorter queues and delays than the approved plan, it is assumed that Caltrans would adjust the meter timing at these ramps to balance with demand at other I-15 interchanges. For this reason, a standard delay was assumed and flow rates were adjusted accordingly. As shown in Table 3.3-3, use of standard 15 minute delay for each ramp results in a total 4,725 foot queue in the morning peak hour and a total queue of 5,325 feet in the afternoon peak hour.

TABLE 3.3-2
INTERSECTION LEVEL OF SERVICE
LONG-TERM FUTURE (YEAR 2010) CONDITION

SIGNALIZED INTERSECTIONS				
	AM PEAK HOUR		PM PEAK HOUR	
INTERSECTION	DELAY[1] (sec/veh)	LOS[2]	DELAY[1] (sec/veh)	LOS[2]
Carmel Mountain Rd./Sorrento Valley Rd.	9.5	B	12.9	B
Carmel Mountain Rd./I-5 southbound ramps	12.4	B	14.6	B
Carmel Mountain Rd./I-5 northbound ramps	10.6	B	16.2	C
Carmel Mountain Rd./Vista Sorrento Pkwy.	21.7	C	23.5	C
Carmel Mountain Rd./El Camino Real/Carmel Creek Rd.	35.7	D	25.7	D
Carmel Mountain Road/"HH" Street	6.1	B	5.5	B
Carmel Mountain Rd./"C" St.	13.6	B	11.4	B
Carmel Mountain Rd./Shopping Ctr. Access	11.3	B	19.9	C
Vista Sorrento Pkwy./"A" St.	24.1	C	22.7	C
Vista Sorrento Pkwy./"B"	11.7	B	7.8	B
"A" Street/"C" Street (a)	9.4	B	4.5	A
"B" St./"C" St.	20.9	C	25.0	C

UNSIGNALIZED INTERSECTION				
	AM PEAK HOUR		PM PEAK HOUR	
INTERSECTION	DELAY[3] (sec/veh)	LOS[4]	DELAY[3] (sec/veh)	LOS[4]
"A" St./"C" St. (b)	3.2	A	3.2	A

1. Average stopped delay per vehicle in seconds
2. Level of service was determined using methods described in Chapter 9 of the Highway Capacity Manual
3. Average total delay, in seconds
4. Level of service was determined using methods described in Chapter 10 of the Highway Capacity Manual

(a) Assuming signalization
(b) Assuming stop control

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TABLE 3.3-3
RAMP METERING ANALYSIS RESULTS

LOCATION	PEAK	PROPOSED PROJECT				
		DEMAND D	FLOW F	EXCESS DEMAND E	DELAY (MIN)	QUEUE Q (FT)
I-5/Carmel Mtn. Rd.	AM Southbound	925	736	189	15	4725
I-5 Carmel Mtn. Rd.	PM Northbound	1038	825	213	15	5325

D = peak hour demand expected t ouse the on-ramp
F = peak hour capacity to be processed by ramp meter rate
E = D - F
DELAY = (E/F)*60 minutes per hour
Q = E * 25 feet per vehicle

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3.4 COMMERCIAL CENTER ACCESS

The proposed commercial center to be located in TAZ 732 will take its primary access via a signalized driveway on Carmel Mountain Road, located east of the Carmel Mountain Road/"C" Street intersection. Since the "C" Street intersection with Carmel Mountain Road has shifted to the west, when compared to its location in the adopted Sorrento Hills Community Plan, spacing between this signal, the proposed shopping center signal and the proposed signal to the east (in the Carmel Valley Community) will be adequate. Secondary access will be provided via a connection to "C" Street south of Carmel Mountain Road. Analysis of forecasted peak hour turning movement volumes exiting the commercial center's signalized driveway on Carmel Mountain Road indicated that the south leg of the intersection should provide the following lane configuration:

- Two northbound left turn lanes
- One shared through/right turn lane

In evaluating the access to this site, driveway rates were used. Retail sites typically have about 40 percent of their driveway trips occurring as pass-by trips with the remaining 60 percent of their driveway trips being "cumulative" trips (i.e., new trips). While the bass-by trips do not impact area-wide facilities, they do have localized impacts on site access points.

3.5 SUMMARY OF TRANSPORTATION FACILITY IMPROVEMENTS

Table 3.5-1 lists the transportation improvements to be required in the project vicinity. A number of the transportation improvements have been constructed or are being constructed. This table was developed based on the findings of the current study for facilities within the Torrey Hills area and on the conclusions of the September 29, 1994, study for facilities located to the south of Torrey Hills.

TABLE 3.5-1
SUMMARY OF TRANSPORTATION IMPROVEMENTS

Location	Improvement (a)	Status (1/19/96)
Carmel Mountain Road		
I-5 - El Camino Real	Construct as six lane primary arterial	Completed
El Camino Real - E. Project Boundary	Construct as four lane major	Bonded for but not constructed
Vista Sorrento Parkway		
Carmel Mountain Rd. - Sorrento Valley Blvd.	Construct as four lane major	To be bonded for and constructed by project
"A" Street	Construct as four lane collector	To be bonded for and constructed by project
"B" Street	Construct as four lane collector	To be bonded for and constructed by project
"C" Street		
Carmel Mountain Rd. - "GG" St.	Construct as four lane collector	To be bonded for and constructed by project
"GG" St. - "A" Street	Construct as two lane collector	To be bonded for and constructed by project
Carmel Mountain Rd./Sorrento Valley Rd.	Provide traffic signal	Under construction
Carmel Mountain Rd./I-5 southbound ramps	Provide traffic signal	To be provided under Sorrento Hills Development Agreement; secured by letters of credit
Carmel Mountain Rd./I-5 northbound ramps	Provide traffic signal	To be provided under Sorrento Hills Development Agreement; secured by letters of credit
Carmel Mountain Rd./Vista Sorrento Pkwy.	Provide traffic signal	Constructed
Carmel Mountain Rd./El Camino Real/Carmel Creek Rd.	Provide traffic signal	Constructed
Carmel Mountain Rd./"Z" Street	Provide traffic signal	To be bonded for and constructed by project
Carmel Mountain Rd./"C" Street	Provide traffic signal	To be bonded for and constructed by project
Carmel Mountain Rd./Shopping Ctr. Access	Provide traffic signal	To be bonded for and constructed by project
Vista Sorrento Pkwy./"A" Street	Provide traffic signal	Constructed
Vista Sorrento Pkwy./"B" Street	Provide traffic signal	To be bonded for and constructed by project
"B" St./"C" St.	Provide traffic signal	To be bonded for and constructed by project
"A" St./"C" St.	Provide traffic signal, when warranted	To be bonded for and constructed by project
Vista Sorrento Pkwy./Sorrento Valley Blvd. (b)	Provide traffic signal	Provide traffic signal
Sorrento Valley Blvd./Roselle St. (b)	Provide traffic signal	To be bonded for and constructed by project

(a) Refer to Figure 3.1-2 for intersection lane geometrics

(b) Per Sept. 29, 1994 traffic study

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SECTION 4

COMPARISON OF PROPOSED AND APPROVED PROJECTS

The following subsections present a comparison of proposed project and the approved project trip generation characteristics, daily and peak traffic conditions, and ramp metering results. As succeeding subsections will show, the proposed project will reduce the overall trip generation of the Sorrento Hills Community, provide for more internal capture of project-related trips, and have a better balance of inbound/outbound peak hour trips than the approved community plan.

4.1 COMPARISON OF TRIP GENERATION

Table 4.1-1 presents a comparison of approved and proposed daily and peak hour trip generation characteristics based on the cumulative trip generation rate. As discussed in the previous section, the City of San Diego has indicated that use of the cumulative rate is appropriate for this traffic study. The September, 1994, Traffic Study calculated project trip generation assuming driveway rate of retail uses. The total daily traffic generation of 72,923 summarized in that study remains correct; however, in order to provide a valid comparison to the proposed project, the retail traffic generation was adjusted to reflect the cumulative rate.

Review of Table 4.1-1 indicates a significant reduction of proposed project-related as compared to the approved plan. The proposed project will generate 6,800 fewer daily trips than the approved plans, a reduction of 11 percent. In the morning peak hour, the proposed project will generate 1,600 fewer total trips than the approved plan. Afternoon peak hour traffic volumes will also be somewhat lower than the approved plan, and there will be a better balance between inbound and outbound trips during this period. These traffic generation benefits are due to the improved land use patterns of the proposed developments. As discussed in preceding sections, the project will contain lower density residential development, less industrial development and more retail development than the approved project. This substitution of land uses results in reductions in overall trip generation and improvements in inbound/outbound traffic balance.

4.2 COMPARISON OF DAILY ROADWAY CAPACITY

Table 4.2-1 is a comparison of proposed and approved future daily traffic volumes. As shown in this table, the street classifications are somewhat different under the approved and proposed plans. With the proposed project, ADT volumes on some street segments will be lower, while others will be higher, most notably Carmel Mountain Road between I-5 and Vista Sorrento Parkway. This anomaly is due to the removal of a right-in/right-out driveway on the south side of Carmel Mountain Road between I-5 and Vista Sorrento Parkway, which attracts trips travelling west to south. This driveway was not provided with the proposed plan due to grading constraints. All street segments are characterized by good LOS C or better conditions under both the proposed and approved projects.

TABLE 4.1-1
COMPARISON OF APPROVED AND PROPOSED PROJECT TRAFFIC GENERATION (CUMULATIVE RATE FOR RETAIL USES)

PROPOSED PROJECT

LAND USE	AMOUNT	RATE	TOTAL ADT*	AM PEAK HOUR TRIPS			PM PEAK HOUR TRIPS		
				TOTAL	IN	OUT	TOTAL	IN	OUT
Single-Family Dwelling	1334 DU	10 /DU	13,340	1,067	213	854	1,334	934	400
Multiple-Family Dwelling	770 DU	8 /DU	6,160	493	99	394	616	431	185
Office	950 KSF	20 /KSF	19,000	2,470	2,223	247	2,660	532	2,128
Industrial	400 KSF	15 /KSF	6,000	660	594	66	720	144	576
Park	16.2 AC	50 /AC	810	32	16	16	65	32	32
Retail	170 KSF	72 /KSF	12,240	490	294	196	1,346	673	673
Office/Corporate	440.066 KSF	15 /KSF	6,601	990	891	99	990	99	891
Visitor Serving	36.58 KSF	20 /KSF	732	110	99	11	110	11	99
School	4 AC	60 /AC	240	62	37	25	12	4	8
TOTALS			65,123	6,374	4,466	1,908	7,853	2,860	4,993

APPROVED PROJECT (a)

LAND USE	AMOUNT	RATE	TOTAL ADT*	AM PEAK HOUR TRIPS			PM PEAK HOUR TRIPS		
				TOTAL	IN	OUT	TOTAL	IN	OUT
Single-Family Dwelling	252 DU	10 /DU	2,520	302	60	242	302	242	60
Multiple-Family Dwelling	2460 DU	8 /DU	19,680	1,574	315	1,260	1,574	1,102	472
Office	543.15 KSF	20 /KSF	10,863	1,521	1,369	152	1,521	304	1,217
Industrial	1883.8 KSF	15 /KSF	28,257	3,391	2,713	678	3,391	678	2,713
Park	10 AC	40 /AC	400	16	8	8	32	16	16
Retail	20 KSF	72 /KSF	1,440	58	35	23	158	79	79
Health Club	28 KSF	45 /KSF	1,260	50	30	20	113	68	45
Day Care	3 KSF	70 /KSF	210	40	20	20	38	19	19
Office/Corporate	440.066 KSF	15 /KSF	6,601	924	832	92	924	185	739
Visitor Serving	36.58 KSF	20 /KSF	732	59	12	47	73	51	22
TOTALS			71,963	7,935	5,393	2,542	8,127	2,745	5,383
DIFFERENCE (PROPOSED - APPROVED)			(6,840)	(1,561)	(927)	(634)	(274)	116	(390)
PERCENT CHANGE			-11%	-24%	-21%	-33%	-3%	4%	-8%

* Average Daily Traffic
(a) Assuming the driveway rate for retail uses, the approved daily traffic generation is 72,923.
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TABLE 4.2-1
COMPARISON OF APPROVED AND PROPOSED PROJECT STREET SEGMENT LEVELS OF SERVICE
LONG-TERM FUTURE (YEAR 2010) CONDITION

		PROPOSED PROJECT			APPROVED PROJECT		
STREET	SEGMENT	STREET CLASSIFICATION	DAILY TRAFFIC	LEVEL OF SERVICE	STREET CLASSIFICATION	DAILY TRAFFIC	LEVEL OF SERVICE
Carmel Mountain Rd.	I-5 - Vista Sorrento Pkwy.	6-Lane Prime	42,000	C	6-Lane Prime	36,000	C
	Vista Sorrento Pkwy. - El Camino Real	6-Lane Prime	45,000	C	6-Lane Prime	43,000	C
	West of El Camino Real	4-Lane Major	20,000	B	6-Lane Major	22,000	B
	West of "C" Street	4-Lane Major	18,000	B	6-Lane Major	17,000	A
Vista Sorrento Pkwy.	Carmel Mountain Rd. - "A" St.	4-Lane Major	21,000	B	4-Lane Major	22,000	C
	"A" St. - "B" St.	4-Lane Major	15,000	B	4-Lane Major	18,000	B
	South of "B" St.	4-Lane Major	27,000	C	4-Lane Major	24,000	C
"A" Street	Vista Sorrento Pkwy. - "C" St.	4-Lane Collector (a)	7,000	B	4-Lane Collector	12,575	C
"B" Street	Vista Sorrento Pkwy. - "C" St.	4-Lane Collector (a)	11,000	C	4-Lane Collecor	9,420	B
"C" Street	South of Carmel Mountain Rd.	4-Lane Collector (a)	8,000	B	4-Lane Major	15,000	A
El Camino Real	North of Carmel Mountain Rd.	6-Lane Major	22,000	B	6-Lane Major	22,000	B

(a) Modified 4-Lane Collector with raised median

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4.3 COMPARISON OF PEAK HOUR INTERSECTION CAPACITY

Table 4.3-1 is a comparison of morning and afternoon peak hour LOS for both the proposed and approved plans. Approved project LOS is shown in two sets of columns, one indicating results using the modified ICU method, the other using the unmodified approach. (As discussed in the preceding section, intersection LOS for the proposed project was done using the HCS in accordance with City of San Diego standards.) The City recommended the modified ICU approach in response to analysis that indicated that the unmodified method understated intersection congestion and, therefore, provided overly optimistic LOS. The City's *Traffic Impact Study Manual* (August, 1993) indicated that the previous practice of providing a minimum of .1 for all conflicting movement volume-to-capacity ratios should be discontinued. Instead, an overall efficiency loss factor of .1 should be added to the preliminary ICU calculation. This procedure, together with revisions to the LOS threshold scale, resulted in a modified procedure yielding more realistic LOS results (i.e., they are more consistent with HCS results). Appendix C contains an excerpt from the City's *Traffic Impact Study Manual* describing the modified procedures.

The far right column (i.e., approved plan with unmodified ICU) summarizes the results contained the September 29, 1994 report. When the same approved project peak hour intersection turning movement volumes were reanalyzed using the City's modified approach, the LOS at each location deteriorates. Direct comparison of proposed project HCS results to approved project modified ICU results indicate substantially improved peak hour intersection LOS at all locations under the proposed project, with the exception of the Carmel Mountain Road/Shopping Center Access intersection. Although this intersection declines under the proposed project, it is still characterized by good LOS C or better conditions.

4.4 COMPARISON OF RAMP METERING ANALYSIS

Table 4.4-1 presents a comparison of approved and proposed project ramp metering analysis results. As shown in this table, project-related traffic will generate somewhat less demand during both peak hours as compared to the approved project, resulting in reduced queuing. As discussed in Section 3.3, the reduced demand would still result in delays of about 15 minutes at the ramp meters, although queue lengths would be reduced by 300 feet in the morning at the southbound on-ramp and by about 900 feet in the afternoon peak hour at the northbound on-ramp.

TABLE 4.3-1
COMPARISON OF APPROVED AND PROPOSED PROJECT INTERSECTION LEVELS OF SERVICE
LONG-TERM FUTURE (YEAR 2010) CONDITION

INTERSECTION	PROPOSED PROJECT		APPROVED PROJECT: MODIFIED ICU (a)		APPROVED PROJECT: UNMODIFIED ICU (b)	
	AM LOS	PM LOS	AM LOS	PM LOS	AM LOS	PM LOS
Carmel Mountain Rd./Sorrento Valley Rd.	B	B	B	D	A	B
Carmel Mountain Rd./I-5 southbound ramps	B	B	C	D	B	B
Carmel Mountain Rd./I-5 northbound ramps	B	C	D	D	B	C
Carmel Mountain Rd./Vista Sorrento Pkwy.	C	C	D	D	C	C
Carmel Mountain Rd./El Camino Real/Carmel Creek Rd.	D	D	E	E	C	D
Carmel Mountain Rd./"C" St.	B	B	D	B	C	A
Carmel Mountain Rd./Shopping Center Access	B	C	B	B	A	A
Vista Sorrento Pkwy./"A" St.	C	C	D	E	D	D
Vista Sorrento Pkwy./"B" St.	B	A	D	D	C	C
"B" St./"C" St.	C	C	--	--	--	--

(a) Per City of San Diego standards, an efficiency loss factor of .1 was added to the overall ICU calculation, replacing the minimum of .1 for each movement. In addition, new LOS thresholds were specified, decreasing the number of intersections operating at LOS A and B.

(b) Using the outdated ICU methodology and LOS thresholds.

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TABLE 4.4-1
COMPARISON OF APPROVED AND PROPOSED PROJECT RAMP METERING ANALYSIS RESULTS

LOCATION	PEAK	PROPOSED PROJECT					APPROVED PROJECT				
		DEMAND D	FLOW F	EXCESS DEMAND E	DELAY (MIN)	QUEUE Q (FT)	DEMAND D	FLOW F	EXCESS DEMAND E	DELAY (MIN)	QUEUE Q (FT)
I-5/Carmel Mtn. Rd.	AM Southbound	925	736	189	15	4725	985	788	197	15	4925
I-5 Carmel Mtn. Rd.	PM Northbound	1038	825	213	15	5325	1172	938	234	15	5850

D = peak hour demand expected t ouse the on-ramp
F = peak hour capacity to be processed by ramp meter rate
E = D - F
DELAY = (E/F)*60 minutes per hour
Q = E * 25 feet per vehicle

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SECTION 5

PROJECT PHASING

5.1 STATUS OF PHASING PLAN IMPROVEMENTS

The project's transportation phasing plan is shown as **Table 5.1-1**. This plan is identical to the approved phasing plan for the project (updated in December, 1994) with the exception Phase 5. (Refer to Appendix D for a copy of the approved phasing plan.)

Currently, the first eleven projects listed in the approved transportation phasing plan have been completed or assured to the satisfaction of the City Engineer. The phasing plan allows for development generating a total of about 26,260 Average Daily Traffic. After the remaining components of improvement twelve are completed, the development will be allowed to proceed to a level of about 46,700 ADT.

The Phase 5 threshold has been increased from 41,115 Average Daily Traffic (ADT) to 46,708 ADT. This increase is due to the addition of a 110,000 square foot neighborhood retail center at the intersection of Carmel Mountain Road and "C" Street. While this center generates approximately 8,640 cumulative trips, most of these trips would serve residences in Sorrento Hills, Carmel Valley (South) and the future urbanizing area (Subarea V). As a result, these trips would not impact regional improvements contained in the transportation phasing plan. For example, trips between the above mentioned residential areas and the neighborhood shopping center would not travel on I-5, SR-56 or Vista Sorrento Parkway. Associated with this change is a requirement that Carmel Mountain Road be extended to the eastern community plan boundary in Phase 5 (shown as improvement fourteen).

The changes to Phase 5 of the transportation phasing plan will most likely result in a reduction in regional traffic levels as compared to that anticipated in the approved plan.

TABLE 5.1-1
TORREY HILLS
TRANSPORTATION PHASING PLAN

PHASE	LAND USE	AMOUNT	RATE	TOTAL ADT*	PEAK HOUR TRIPS AM PEAK TOTAL	AM PEAK IN	AM PEAK OUT	PM PEAK TOTAL	PM PEAK IN	PM PEAK OUT	TRAFFIC FACILITY IMPROVEMENTS TO BE ASSURED UNLESS OTHERWISE NOTED
1-4											
	Single-Family Dwelling	750 DU	10 /DU	7,500	600	120	480	750	525	225	(1) Complete circulation loop of four lanes of El Camino Real from Carmel Valley Road South to Carmel Mountain Road, and Carmel Mountain Road west to Sorrento Valley Road. Improvements to be as required by Tenative Tract Map.
	Multiple-Family Dwelling	340 DU	8 /DU	2,720	218	44	174	272	190	82	
	Office	312 KSF	20 /KSF	6,240	811	730	81	874	175	699	
	Industrial	292 KSF	15 /KSF	4,380	482	434	48	526	105	420	(2) Install traffic signal at El Camino Real and Carmel Valley Road.
	Park	16.2 AC	50 /AC	810	32	16	16	65	32	32	(3) Install two traffic signals on Carmel Valley Road at Interstate 5 Ramp intersections.
	Retail	5 KSF	72 /KSF	360	14	9	6	40	20	20	(4) Widen on-ramps and off-ramps at Interstate 5/Carmel Valley Road interchange.
	Office/Corporate	267 KSF	15 /KSF	4,005	601	541	60	601	60	541	(5) Install traffic signal, Sorrento Valley Road and Carmel Mountain Road.
	Visitor Serving	0 KSF	20 /KSF	0	0	0	0	0	0	0	(6) Perform revised computerized travel forecast in conjunction with North City West, to the satisfaction of the City Engineer.
	School	4 AC	60 /AC	240	62	37	25	12	4	8	
											(7) CIP 52-099.4, Sorrento Valley Road - Sorrento Valley Blvd. to 3300 feet northerly
											(8) Widen Carmel Valley Road to six lanes from I-5 to the realigned El Camino Real.
											(9) Construct El Camino Real to six lanes from Carmel Valley Road south to Carmel Mountain Road. Construct Carmel Mountain Road to six lanes from El Camino Real west to Sorrento Valley Blvd.
											(10) CIP 53-032.0, Sorrento Valley Blvd. bridge over Los Penasquitos Channel.
											(11) CIP 53-304.0, Sorrento Valley Road - Sorrento Valley Blvd. to I-805.
											(12) Widen/construct Carmel Valley Road to six lanes from El Camino Real to 300 feet east of Carmel Country Road and with four lanes east to the North City West Boundary. Construct a four lane road from the North City West boundary to Interstate Route 15. (the latter is a regional transportation improvement) OR Construct direct freeway ramp conenctions (northbound offramp and southbound onramp) at Interstate Route 5 and Carmel Valley Road and widen I-5 between I-805 and Carmel Valley Road (regional transportation improvement)
	TOTALS			26,255	2,821	1,930	890	3,138	1,111	2,027	

PHASE	LAND USE	AMOUNT	RATE	TOTAL ADT*	PEAK HOUR TRIPS AM PEAK TOTAL	AM PEAK IN	AM PEAK OUT	PM PEAK TOTAL	PM PEAK IN	PM PEAK OUT	TRAFFIC FACILITY IMPROVEMENTS TO BE ASSURED UNLESS OTHERWISE NOTED
5											
	Single-Family Dwelling	1215 DU	10 /DU	12,150	972	194	778	1,215	851	365	(13) Extend Carmel Mountain Road to eastern subdivision boundary. This improvement will be tied to the construction of the shopping center in the eastern portion of the project.
	Multiple-Family Dwelling	650 DU	8 /DU	5,200	416	83	333	520	364	156	
	Office	500 KSF	20 /KSF	10,000	1,300	1,170	130	1,400	280	1,120	(14) Widen /construct Carmel Valley Road to six lanes from El Camino Real to 300 feet east of Carmel Country Road and with four lanes east to the North City West boundary. Construct a continuous four lane road from the North City West boundary east to I-15. (the latter is a regional transportation improvement) AND Construct direct freeway ramp conenctions (northbound offramp and southbound onramp) at Interstate Route 5 and Carmel Valley Road and widen I-5 between I-805 and Carmel Valley Road (regional transportation improvement) AND Construct freeway ramps at Carmel Mountain Road and Interstate Route 5
	Industrial	292 KSF	15 /KSF	4,380	482	434	48	526	105	420	
	Park	16.2 AC	50 /AC	810	32	16	16	65	32	32	
	Retail	120 KSF	72 /KSF	8,640	346	207	138	950	475	475	
	Office/Corporate	303.4 KSF	15 /KSF	4,551	683	614	68	683	68	614	
	Visitor Serving	36.58 KSF	20 /KSF	732	110	99	11	110	11	99	
	School	4 AC	60 /AC	240	62	37	25	12	4	8	
	TOTALS			46,703	4,403	2,866	1,547	5,480	2,190	3,290	

PHASE	LAND USE	AMOUNT	RATE	TOTAL ADT*	PEAK HOUR TRIPS AM PEAK TOTAL	AM PEAK IN	AM PEAK OUT	PM PEAK TOTAL	PM PEAK IN	PM PEAK OUT	TRAFFIC FACILITY IMPROVEMENTS TO BE ASSURED UNLESS OTHERWISE NOTED
6											
	Single-Family Dwelling	1334 DU	10 /DU	13,340	1,067	213	854	1,334	934	400	
	Multiple-Family Dwelling	650 DU	8 /DU	5,200	416	83	333	520	364	156	
	Office	745 KSF	20 /KSF	14,900	1,937	1,743	194	2,086	417	1,669	
	Industrial	292 KSF	15 /KSF	4,590	522	454	68	564	124	439	
	Park	16.2 AC	50 /AC	810	32	16	16	65	32	32	
	Retail	115 KSF	72 /KSF	8,280	331	199	132	911	455	455	(15) Construct Vista Sorrento Parkway as a four lane major street between Sorrento Valley Blvd and Carmel Moutain Road. Extend Carmel Mountain Road from El Camino Real to the eastern community plan boundary.
	Day Care (6)	3 KSF		0	0	0	0	0	0	0	
	Office/Corporate	440.066 KSF	15 /KSF	6,601	990	891	99	990	99	891	
	Visitor Serving	36.58 KSF	20 /KSF	732	110	99	11	110	11	99	
	School	4 AC	60 /AC	240	62	37	25	12	4	8	(16) Construct subdivision improvements as required by phasing and the City Engineer.
	TOTALS			54,693	5,468	3,736	1,732	6,591	2,440	4,150	

PHASE	LAND USE	AMOUNT	RATE	TOTAL ADT*	PEAK HOUR TRIPS AM PEAK TOTAL	AM PEAK IN	AM PEAK OUT	PM PEAK TOTAL	PM PEAK IN	PM PEAK OUT
7										
	Single-Family Dwelling	1334 DU	10 /DU	13,340	1,067	213	854	1,334	934	400
	Multiple-Family Dwelling	770 DU	8 /DU	6,160	493	99	394	616	431	185
	Office	950 KSF	20 /KSF	19,000	2,470	2,223	247	2,660	532	2,128
	Industrial	400 KSF	15 /KSF	6,000	660	594	66	720	144	576
	Park	16.2 AC	50 /AC	810	32	16	16	65	32	32
	Retail	170 KSF	72 /KSF	12,240	490	294	196	1,346	673	673
	Day Care (6)	3 KSF		0	0	0	0	0	0	0
	Office/Corporate	440.066 KSF	15 /KSF	6,601	990	891	99	990	99	891
	Visitor Serving	36.58 KSF	20 /KSF	732	110	99	11	110	11	99
	School	4 AC	60 /AC	240	62	37	25	12	4	8
	TOTALS			65,123	6,374	4,466	1,908	7,853	2,860	4,993

NOTES:

1. Improvements to be completed, under contract, bonded or scheduled in the City Capital Improvements Program, or programmed in the State Transportation Improvement Program to the satisfaction of the City Engineer before exceeding the allowable levels of development in the columns above.

2. It should be noted that this plan is intended to serve as a guideline for sequential development of street improvements. Because the geographic order of development is not certain, it will be necessary to review annually and revise this phasing plan in order to reflect current land development proposals and actual trip generation rates and trip distribution.

3. All streets within the boundaries of the Community Plan shall be improved to full width as part of the development on adjacent parcels. Traffic signals shall be constructed as required via the Tentative Tract Map.

4. Total permitted ADT by land use can be adjusted so that ADT's are transferred from one land use to another so long as the listed total ADT's from all land use is not exceeded, subject to additional studies as required by the City Engineer. The additional studies must evaluate if the uses different from those asumed in this plan invalidate the ADT and/or peak hour traffic calculations and therefore, the phasing of transportation improvements.

5. Thresholds for each section are governed by the issuance of building permits and not the recordation of final maps.

6. The 3 KSF of Day Care is a component of the industrial uses in the project. Its traffic generation is included in the ind

SECTION 6

SUMMARY OF FINDINGS AND CONCLUSIONS

This study was prepared to analyze the traffic impacts of the proposed Torrey Hills project, which is to be located east of I-5 and south of SR-56 in Northwestern San Diego. The proposed project is the largest component of the approved Sorrento Hills Community Plan, and would consist of a mixture of residential, commercial, industrial, office, and other land uses. This report evaluated daily street segment and peak hour intersection traffic conditions for long-term future (year 2010) conditions and compared the results to those summarized in the traffic study for the approved community plan (Kimley-Horn and Associates, Inc., September 29, 1994). In addition to the above analysis, this study provides a project development phasing plan which is based on the trip generation characteristics of the project. The following paragraphs summarize the key findings and conclusions of the foregoing study.

- The project will generate 65,123 cumulative daily trips when fully built out, including 6,374 during the morning peak hour and 7,853 during the afternoon peak hour. The approved Sorrento Hills Community Plan would generate nearly 6,800 more daily trips (including 1,600 more during the morning peak hour alone) than proposed land uses.

- This disparity in approved and proposed trip generation characteristics is due to the mixture of land use types and intensities in the proposed plan. Proposed land uses feature a greater proportion of single-family dwelling units, as compared to multifamily residences, than the approved plan. Because of unconcentrated nature of single-family residential developments, this land use type will generate fewer trips per acre of coverage than multifamily uses. The proposed plan also has much reduced industrial land use intensity than the approved plan; approved industrial land uses will generate 14,000 more trips than proposed industrial uses. The industrial uses in the approved plan are replaced by retail uses in the proposed plan. This land use substitution results in much greater "capture" of project-generated traffic because a high concentration of industrial uses would tend to attract traffic from throughout the region, while retail uses of the type proposed would tend to oriented toward fulfilling shopping needs.

  The proposed project will have a better balance of inbound/outbound peak hour trips than the approved Community Plan. This is particularly true in the afternoon peak hour, where over 36 percent of all trips are inbound (compared to 34 percent in the approved plan). This is due to the mix of proposed land uses. Whereas the approved plan provided for intensive industrial uses which would generate heavy outbound traffic volumes in the afternoon peak hour, proposed land uses would have a mix of land uses which, when combined, would generate a more balanced split on inbound and outbound traffic. This balance will reduce the congestion associated with highly concentrated directional travel.

- The project is located near the Sorrento Valley "Coaster" commuter rail station. This proximity will result in excellent rapid rail commuting opportunities for those living and working in the Sorrento Hills area, particularly if the existing Sorrento Valley shuttle service were expanded to include Sorrento Hills.

- Comparison of forecast year 2010 traffic volumes to daily LOS thresholds on the Sorrento Hills street system indicated that all roadway segments studies would experience good LOS C or better conditions.

- Peak hour intersection analysis indicated that all intersections will be characterized by good LOS C or better conditions during both peak hours analyzed, with the exception of the Carmel Mountain Road/El Camino Real/Carmel Creek Road intersection, which experiences LOS D during both peak hours. Because of key location of this intersection, all four legs will have relatively heavy peak hour volumes.

- Analysis of ramp metering at the I-5/Carmel Mountain Roads (southbound in the morning peak hour and northbound in the afternoon peak hour) indicated that demand will exceed capacity, resulting in queuing and delay during both peak hours.

- Comparison of proposed and approved plan daily street segment LOS indicated generally similar results. Under both plans, all segments would be characterized by good LOS C or better conditions, with two segments under the approved plan having better LOS than the same segments under the proposed plan, and one segment under the proposed plan having better LOS than the corresponding segment under the approved plan.

- Comparison of proposed and approved plan peak hour intersection LOS analysis indicated better operating conditions under the proposed plan than under the approved plan. The results of proposed project intersection capacity analysis using HCS methods were similar to those for the approved project using the unmodified ICU approach, a methodology known to the City of San Diego to yield optimistic results. When the previous ICU methodology was adjusted in accordance with City specifications, approved project intersection LOS worsened considerably. Comparison of proposed project intersection LOS to approved project modified ICU LOS indicated that eight of nine common intersections analyzed had better LOS under the proposed than the approved project during one or both peak hours. Even the one intersection that experienced a worsening of LOS experiences good LOS C conditions under the proposed project.

- Ramp metering analysis comparisons indicated that the proposed project will cause shorter queues than the approved project.

- Eleven of the 16 traffic facility improvements specified in the phasing plan have either been completed or are assured to the satisfaction of the City Engineer. Accordingly, development totalling approximately 26,230 ADT can occur without additional improvements.

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Kimley-Horn
and Associates, Inc.

ATTACHMENT "A"

Suite 201
517 Fourth Avenue
San Diego, California
92101

External Memorandum

To: Labib Qasem

From: Dave Sorenson File: 095004.00

Date: December 11, 1996

Subj: Traffic Implications of Vista Sorrento Parkway Realignment

We have evaluated the traffic implications of the subject alignment. Our analysis assumes the realignment of Vista Sorrento Parkway as depicted on the revised tentative map and assumes a traffic signal installation at the new driveway onto Vista Sorrento Parkway. The following paragraphs summarize our key assumptions and findings of our analysis.

ROADWAY REALIGNMENT AND LAND USE ADJUSTMENT

Figure 1 depicts the revised Traffic Analysis Zone (TAZ) system for Torrey Hills. As shown in this figure, Vista Sorrento Parkway is the boundary between TAZs 726 and 731. The realignment of Vista Sorrento Parkway to the west causes certain land uses that were formerly located on the western side of Vista Sorrento Parkway (i.e., in TAZ 726) to be relocated to the eastern side of this facility (i.e., in TAZ 731). Figure 2 illustrates the new limits and internal access arrangements of TAZ 731. As shown in this figure, the land uses fronting Vista Sorrento Parkway would have one main access point (indicated by a break in the Vista Sorrento Parkway median) located roughly midway between "A" Street and "B" Street. Secondary access points would be provided at "A" Street east of Vista Sorrento Parkway and on Vista Sorrento Parkway south of "A" Street. Both secondary access points would be restricted to right-in/right-out access only. No inter-parcel access would be provided between the land uses fronting Vista Sorrento Parkway and those fronting "C" Street.

Table 3.2-1R, a revised exhibit from the Torrey Hills Traffic Impact Analysis (June 7, 1996), summarizes the updated land use and traffic generation characteristics of the project. As shown in this table, TAZ 726 would contain 237.95 thousand square feet (KSF) of Industrial uses comprising the Cooper development. Project land uses moved to TAZ 731 by the realignment of Vista Sorrento Parkway include

TEL 619 234 9411
FAX 619 234 9433

310 KSF of Office/Industrial uses and 40 KSF of Support Commercial. The 340 multi-family dwelling units previously in TAZ 731 will remain with the Vista Sorrento Parkway realignment.

TRAFFIC VOLUME ADJUSTMENTS AND CAPACITY ANALYSIS

In order to estimate the traffic impacts of the Vista Sorrento Parkway realignment, the traffic patterns resulting from land use adjustments had to be determined. The following assumptions were formulated to guide the re-assignment of traffic:

1. Whereas the traffic generated by the former TAZ 726 loaded onto Vista Sorrento Parkway via two locations (i.e., the west leg of the Vista Sorrento Parkway/"A" Street intersection and a driveway located to the south), 100 percent of the remaining TAZ 726 traffic was assumed to access Vista Sorrento Parkway via "A" Street; no southern driveway is assumed.

2. The incremental additional traffic generated by TAZ 731 due to the realignment of Vista Sorrento Parkway was distributed to access points in accordance with the following distribution pattern:

   - To and from the north via Vista Sorrento Parkway: 75 percent
   - To and from the south via Vista Sorrento Parkway: 20 percent
   - To and from the east via "C" Street: 5 percent

3. No east/west inter-parcel access within TAZ 731 is assumed between the industrial development and the residential development.

Figure 3 depicts the revised Year 2010 peak hour intersection turning movement volumes for Scenario 1. The Vista Sorrento Parkway intersections with "A" Street and the TAZ 731 primary driveway were analyzed using standard procedures consistent with the previously-referenced traffic study. The capacity analysis worksheets are attached to this letter. The Vista Sorrento Parkway/"A" Street intersection will be characterized by LOS C conditions during both peak hours with the traffic adjustments resulting from the Vista Sorrento Parkway realignment, which is consistent with previous analysis. The Vista Sorrento Parkway/TAZ 731 primary driveway intersection would have good LOS C conditions during both peak hours analyzed. Refer to the attachments to this report for the worksheets documenting this analysis.

Figure 4 shows the recommended intersection turn lanes for the Sorrento Hills community.

SUPPLEMENTAL TRANSPORTATION IMPROVEMENTS

Table 3.5-1R, a revised exhibit from the previous traffic study, includes additional transportation improvements to be provided as a result of the preceding analysis.

Two new items have been added to this list. The first is the provision of a traffic signal at the Vista Sorrento Parkway/TAZ 731 primary driveway and the second is the provision of traffic signal interconnection and coordination along Vista Sorrento Parkway between Carmel Mountain Road and "B" Street.

Table 5.1-1 is a replacement transportation phasing plan for the project. While the realignment of Vista Sorrento Parkway did not cause a change in land use - only a shift in location of various uses, minor changes to the transportation phasing plan have occurred. These changes are related to development proposals that are likely to occur in the first stages of the phasing plan. The overall trip generation and therefore, the traffic impacts are unaffected by these changes to the phasing table. This transportation phasing table is applicable to the originally proposed project and the alternative project created by the Vista Sorrento Parkway realignment.

CONCLUSIONS AND RECOMMENDATIONS

The supplementary analysis described above identified the following conclusions and recommendations:

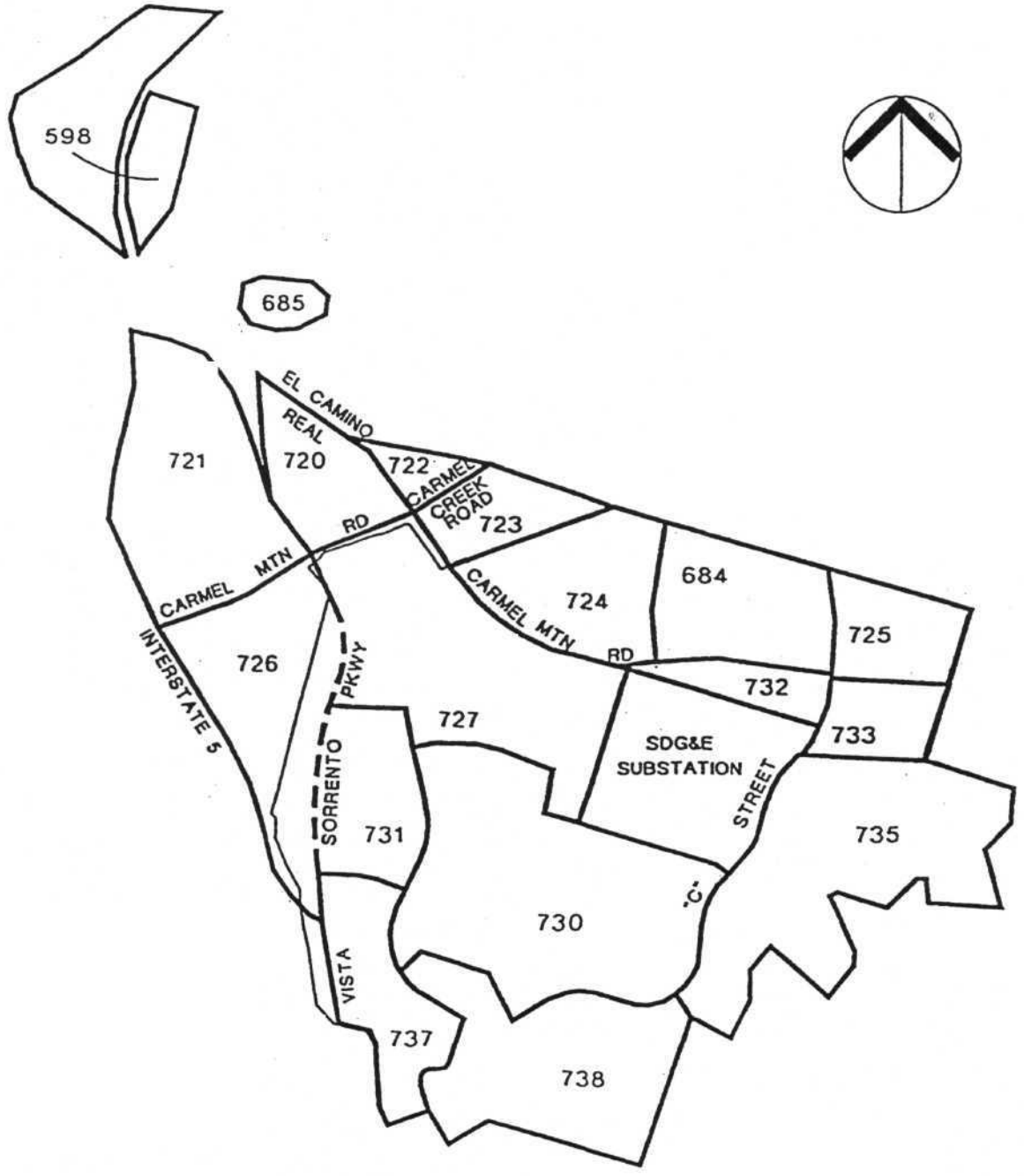
1. Provision of traffic signal control at the Vista Sorrento Parkway/TAZ 731 primary driveway will provide good LOS conditions during both peak hours.

2. Review of the tentative map indicated that there will be adequate spacing between the proposed Vista Sorrento Parkway/TAZ 731 primary driveway and the signalized intersections to the north ("A" Street) and the south ("B" Street).

3. It is recommended that traffic signal control be provided at the Vista Sorrento Parkway/TAZ 731 primary driveway intersection. It is further recommended that the Vista Sorrento Parkway traffic signals between Carmel Mountain Road and "B" Street be interconnected.

Please call me if you have any questions or comments.

cc: Bill Meyer, AGLD
Art Shurtleff, AGLD
Karen Ruggles, T&B
George Benton, CMB



LEGEND:
Vista Sorrento Parkway Realignment

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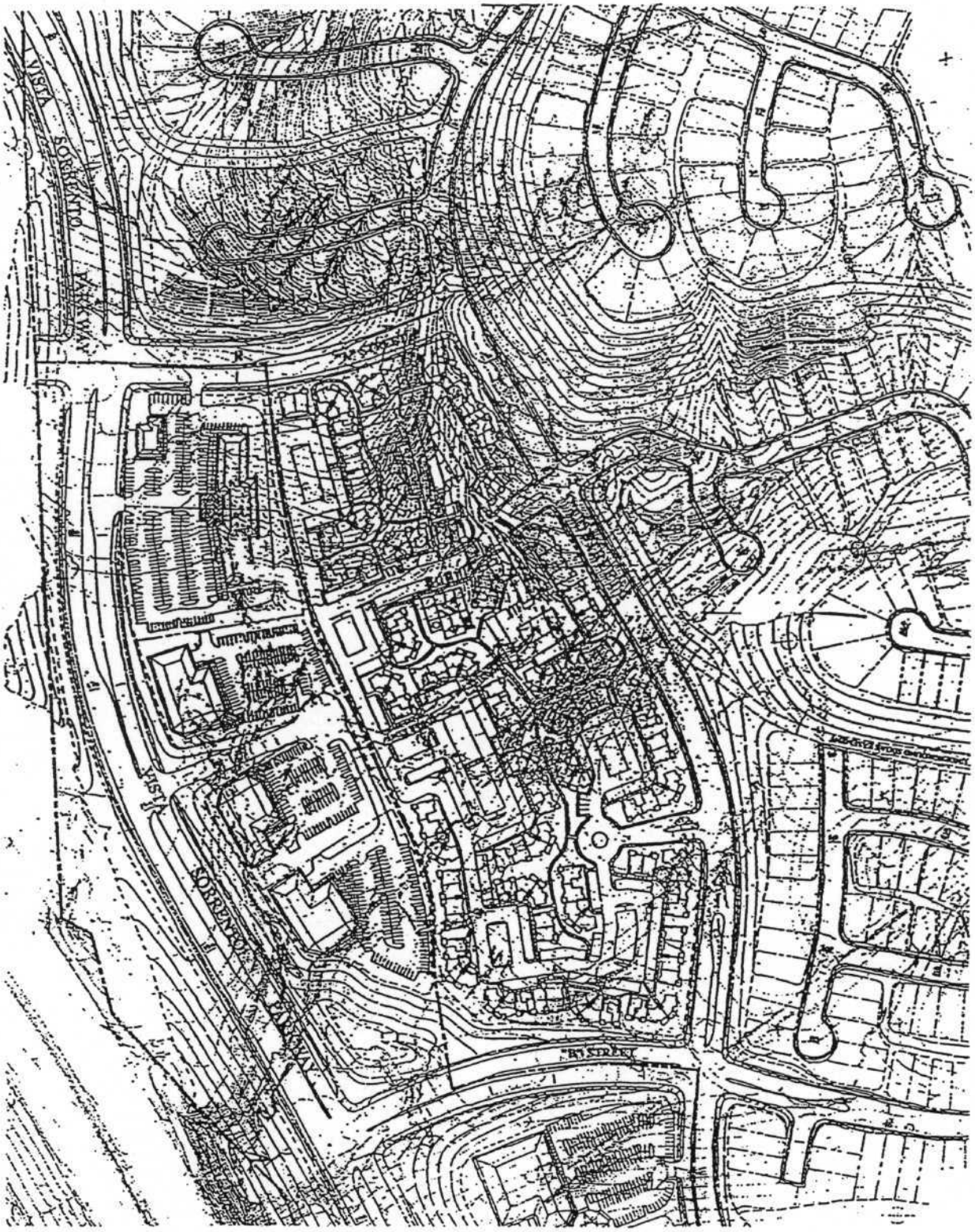
Traffic Analysis Zones
TORREY HILLS
FIGURE 1

KIMLEY-HORN and ASSOCIATES



Not to Scale

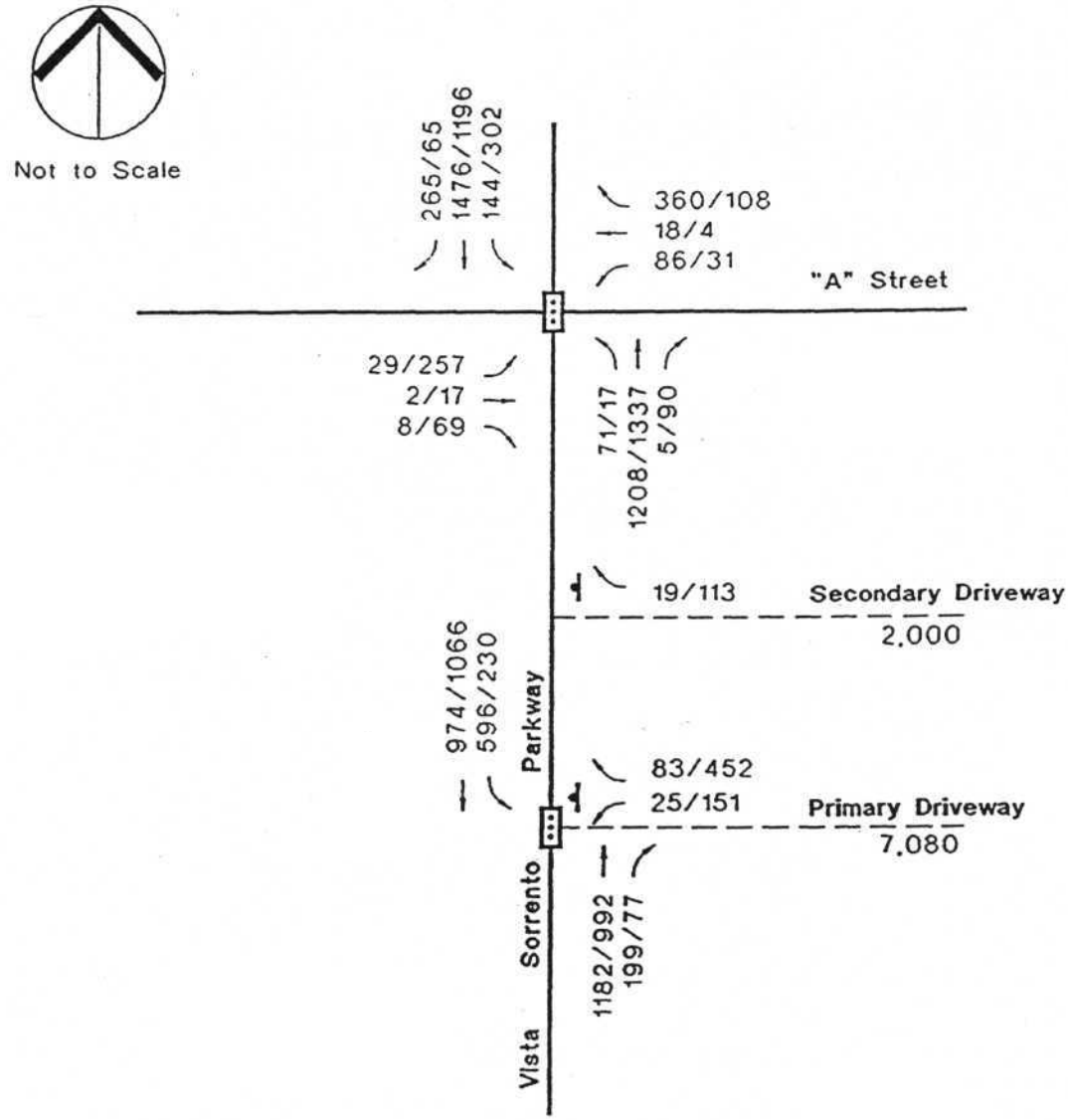
Revised
Vista Sorrento Parkway Realignment
TORREY HILLS
FIGURE 2

KIMLEY-HORN and ASSOCIATES

TABLE 3.2-1R
TORREY HILLS DAILY AND PEAK HOUR TRIP GENERATION
SUBTOTALED BY TRAFFIC ANALYSIS ZONE (CUMULATIVE RATE FOR RETAIL USES)

TAZ	LAND USE	AMOUNT	DAILY TRIP RATE	ADT*	AM PEAK HOUR TRIPS TOTAL	AM IN	AM OUT	PM PEAK HOUR TRIPS TOTAL	PM IN	PM OUT
598	Office/Corporate	440,066 SF	15 /KSF	6,601	990	891	99	990	99	891
598	Visitor Serving Comm.	36,580 SF	20 /KSF	732	110	99	11	110	11	99
				7,333	1,100	990	110	1,100	110	990
684	SF 4,000	121 DU	10 /DU	1,210	97	19	77	121	85	36
684	SF 5,000	37 DU	10 /DU	370	30	6	24	37	26	11
				1,580	126	25	101	158	111	47
685	Single-Family Dwelling	2 DU	10 /DU	20	2	0	1	2	1	1
720	Office	210,000 SF	20 /KSF	4,200	546	491	55	588	118	470
721	Office	210,000 SF	20 /KSF	4,200	546	491	55	588	118	470
721	Single-Family Dwelling	121 DU	10 /DU	1,210	97	19	77	121	85	36
721	Industrial	120,000 SF	15 /KSF	1,800	198	178	20	216	43	173
721	Industrial	42,070 SF	15 /KSF	631	69	62	.7	76	15	61
				7,841	910	751	159	1,001	261	740
722	Courtyard	52 DU	10 /DU	520	42	8	33	52	36	16
723	Courtyard	143 DU	10 /DU	1,430	114	23	92	143	100	43
724	Courtyard	120 DU	10 /DU	1,200	96	19	77	120	84	36
724	SF 5,000	30 DU	10 /DU	300	24	5	19	30	21	9
				1,500	120	24	96	150	105	45
725	SF 5,000	83 DU	10 /DU	830	66	13	53	83	58	25
726	Industrial	237,930 SF	15 /KSF	3,569	393	353	39	428	86	343
727	SF 5,000	121 DU	10 /DU	1,210	97	19	77	121	85	36
727	Elementary School	4 AC	60 /AC	240	62	37	25	12	4	8
727	Park	16.2 AC	50 /AC	810	32	16	16	65	32	32
				2,260	192	73	119	198	121	77
730	SF 4,000	242 DU	10 /DU	2,420	194	39	155	242	169	73
731	Multi-Family	340 DU	8 /DU	2,720	218	44	174	272	190	82
731	Office/Industrial	310,000 SF	20 /KSF	6,200	806	725	81	744	149	595
731	Support Commercial	40,000 SF	72 /KSF	2,880	115	69	46	317	158	158
				11,800	1,139	838	301	1,333	498	835
732	Neighborhood Commer.	10,000 SF	72 /KSF	720	29	17	12	79	40	40
733	Neighborhood Commer.	120,000 SF	72 /KSF	8,640	346	207	138	950	475	475
735	Multi-Family	430 DU	8 /DU	3,440	275	55	220	344	241	103
735	SF 4,000	172 DU	10 /DU	1,720	138	28	110	172	120	52
				5,160	758	290	468	1,466	836	630
737	Office	220,000 SF	20 /KSF	4,400	572	515	57	616	123	493
738	SF 5,000	90 DU	10 /DU	900	72	14	58	90	63	27
	TOTALS			65,123	6,374	4,466	1,908	7,853	2,860	4,993

* Average Daily Traffic Volume



LEGEND:

AM/PM Peak Hour Intersection Turning Movements	XX/YY
Traffic Signal Control	
Stop Sign Control	

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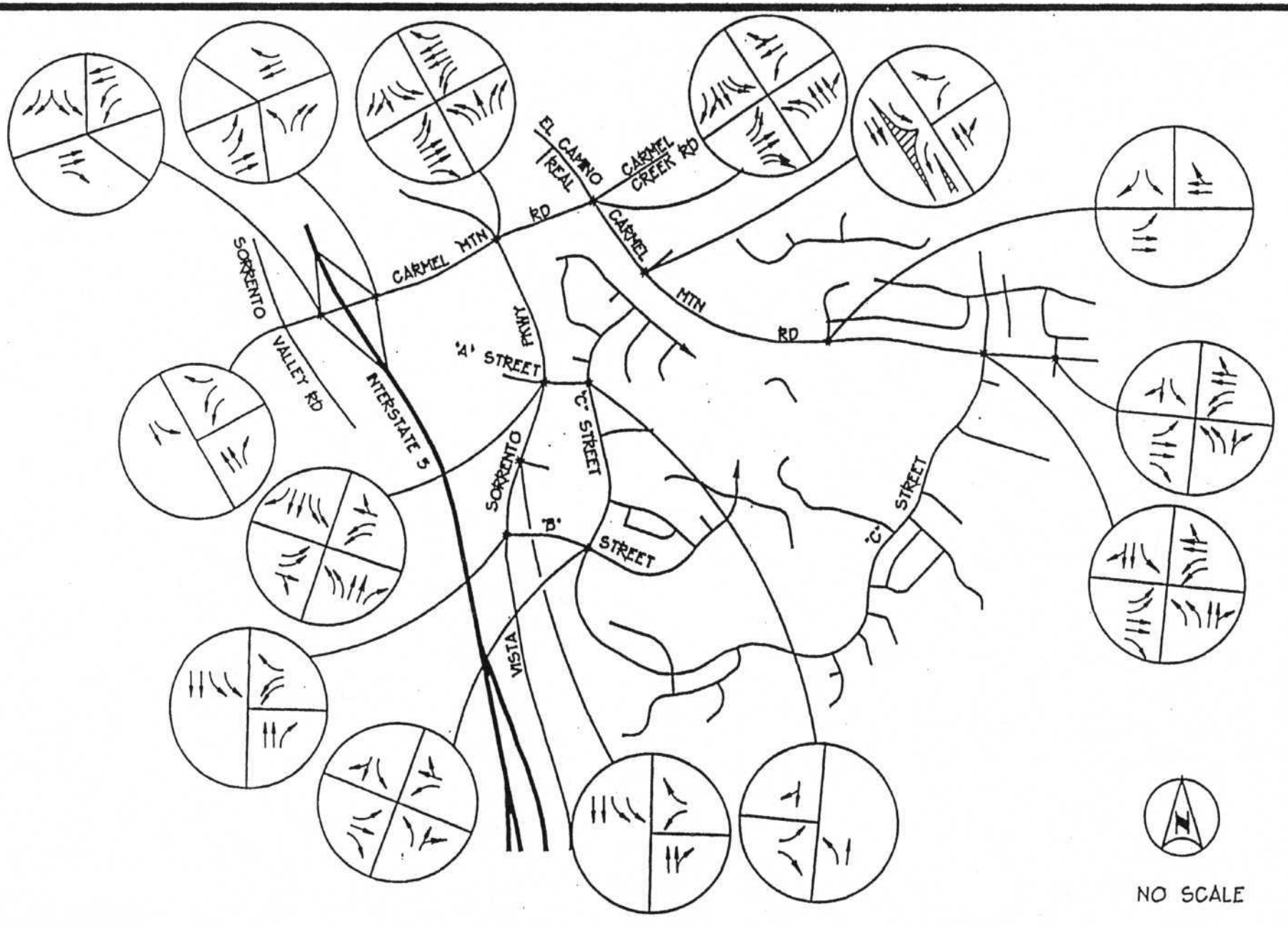
Year 2010 AM/PM Peak Hour Intersection Turning Movement Volumes, Vista Sorrento Parkway Realignment Scenario 1

TORREY HILLS

FIGURE 3

KIMLEY-HORN and ASSOCIATES



Kimley-Horn and Associates, Inc.

TORREY HILLS
INTERSECTION LANE CONFIGURATIONS

FIGURE 4

TABLE 3.5-1R
SUMMARY OF TRANSPORTATION IMPROVEMENTS

Location	Improvement (a)	Status
Carmel Mountain Road		
I-5 - El Camino Real	Construct as six lane primary arterial	Completed
El Camino Real - E. Project Boundary	Construct as four lane major	Bonded for but not constructed
Vista Sorrento Parkway		
Carmel Mountain Rd. - Sorrento Valley Blvd.	Construct as four lane major	To be bonded for and constructed by project
"A" Street	Construct as four lane collector	To be bonded for and constructed by project
"B" Street	Construct as four lane collector	To be bonded for and constructed by project
"C" Street		
Carmel Mountain Rd. - "GG" St.	Construct as four lane collector	To be bonded for and constructed by project
"GG" St. - "A" Street	Construct as two lane collector	To be bonded for and constructed by project
Carmel Mountain Rd./Sorrento Valley Rd.	Provide traffic signal	Constructed
Carmel Mountain Rd./I-5 southbound ramps	Provide traffic signal	To be provided under Sorrento Hills Development Agreement; secured by letters of credit
Carmel Mountain Rd./I-5 northbound ramps	Provide traffic signal	To be provided under Sorrento Hills Development Agreement; secured by letters of credit
Carmel Mountain Rd./Vista Sorrento Pkwy.	Provide traffic signal	Constructed
Carmel Mountain Rd./El Camino Real/Carmel Creek Rd.	Provide traffic signal	Constructed
Carmel Mountain Rd./"Z" Street	Provide traffic signal	To be bonded for and constructed by project
Carmel Mountain Rd./"C" Street	Provide traffic signal	To be bonded for and constructed by project
Carmel Mountain Rd./Shopping Ctr. Access	Provide traffic signal	To be bonded for and constructed by project
Vista Sorrento Pkwy./"A" Street	Provide traffic signal	To be bonded for and constructed by project
Vista Sorrento Pkwy./"B" Street	Provide traffic signal	To be bonded for and constructed by project
"B" St./"C" St.	Provide traffic signal	To be bonded for and constructed by project
Vista Sorrento Pkwy./TAZ 731 Driveway	Provide traffic signal	To be bonded for and constructed by project
Vista Sorrento Parkway: from Carmel Mtn. Rd. to "B" St.	Interconnect traffic signals	To be bonded for and constructed by project
Vista Sorrento Pkwy./Sorrento Valley Blvd. (b)	Provide traffic signal	Provide traffic signal
Sorrento Valley Blvd./Roselle St. (b)	Provide traffic signal	To be bonded for and constructed by project

(a) Refer to Figure 3.1-2 for intersection lane geometrics

(b) Per Sept. 29, 1994 traffic study

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TABLE 5.1-1
TORREY HILLS
TRANSPORTATION PHASING PLAN

PHASE	LAND USE	AMOUNT	RATE	TOTAL ADT*	PEAK HOUR TRIPS AM PEAK TOTAL	AM PEAK IN	AM PEAK OUT	PM PEAK TOTAL	PM PEAK IN	PM PEAK OUT	TRAFFIC FACILITY IMPROVEMENTS TO BE ASSURED UNLESS OTHERWISE NOTED
1-4											
	Single-Family Dwelling	750 DU	10 /DU	7,500	600	120	480	750	525	225	(1) Complete circulation loop of four lanes of El Camino Real from Carmel Valley Road South to Carmel Mountain Road, and Carmel Mountain Road west to Sorrento Valley Road. Improvements to be as required by Tenative Tract Map.
	Multiple-Family Dwelling	340 DU	8 /DU	2,720	218	44	174	272	190	82	
	Office	312 KSF	20 /KSF	6,240	811	730	81	874	175	699	
	Industrial	323 KSF	15 /KSF	4,845	533	480	53	581	116	465	(2) Install traffic signal at El Camino Real and Carmel Valley Road.
	Park	14.5 AC	50 /AC	725	29	15	15	58	29	29	(3) Install two traffic signals on Carmel Valley Road at Interstate 5 Ramp Intersections.
	Retail	3 KSF	72 /KSF	216	9	5	3	24	12	12	(4) Widen on-ramps and off-ramps at Interstate 5/Carmel Valley Road Interchange.
	Office/Corporate (a)	267 KSF	15 /KSF	4,005	601	541	60	601	60	541	(5) Install traffic signal, Sorrento Valley Road and Carmel Mountain Road.
											(6) Perform revised computerized travel forecast in conjunction with North City West, to the satisfaction of the City Engineer.
											(7) CIP 52-099.4, Sorrento Valley Road - Sorrento Valley Blvd. to 3300 feet northerly
											(8) Widen Carmel Valley Road to six lanes from I-5 to the realigned El Camino Real.
											(9) Construct El Camino Real to six lanes from Carmel Valley Road south to Carmel Mountain Road. Construct Carmel Mountain Road to six lanes from El Camino Real west to Sorrento Valley Blvd.
											(10) CIP 53-032.0, Sorrento Valley Blvd. bridge over Los Penasquitos Channel.
											(11) CIP 53-304.0, Sorrento Valley Road - Sorrento Valley Blvd. to I-805.
											(12) Widen/construct Carmel Valley Road to six lanes from El Camino Real to 300 feet east of Carmel Country Road and with four lanes east to the North City West Boundary. Construct a four lane road from the North City West boundary to Interstate Route 15. (the latter is a regional transportation improvement) OR Construct direct freeway ramp conenctions (northbound offramp and southbound onramp) at Interstate Route 5 and Carmel Valley Road and widen I-5 between I-805 and Carmel Valley Road (regional transportation improvement)
	TOTALS			26,251	2,800	1,934	867	3,160	1,107	2,052	

(a) Represents American Assets property. Additional development beyond the 4,005 ADT has occured. A transfer of 160 ADT from Harry O. Cooper to American Asset, Inc. was executed to allow the development threshold to be exceeded.

PHASE	LAND USE	AMOUNT	RATE	TOTAL ADT*	PEAK HOUR TRIPS AM PEAK TOTAL	AM PEAK IN	AM PEAK OUT	PM PEAK TOTAL	PM PEAK IN	PM PEAK OUT	TRAFFIC FACILITY IMPROVEMENTS TO BE ASSURED UNLESS OTHERWISE NOTED
5											
											(13) Extend Carmel Mountain Road to eastern subdivision boundary. This improvement will be tied to the construction of the shopping center in the eastern portion of the project.
	Single-Family Dwelling	1215 DU	10 /DU	12,150	972	194	778	1,215	851	365	
	Multiple-Family Dwelling	650 DU	8 /DU	5,200	416	83	333	520	364	156	(14) Widen /construct Carmel Valley Road to six lanes from El Camino Real to 300 feet east of Carmel Country Road and with four lanes east to the North City West boundary. Construct a continuous four lane road from the North City West boundary east to I-15. (the latter is a regional transportation improvement) AND Construct direct freeway ramp conenctions (northbound offramp and southbound onramp) at Interstate Route 5 and Carmel Valley Road and widen I-5 between I-805 and Carmel Valley Road (regional transportation improvement) AND Construct freeway ramps at Carmel Mountain Road and Interstate Route 5
	Office	475 KSF	20 /KSF	9,500	1,235	1,112	124	1,330	266	1,064	
	Industrial	323 KSF	15 /KSF	4,845	533	480	53	581	116	465	
	Park	14.5 AC	50 /AC	725	29	15	15	58	29	29	
	Retail	120 KSF	72 /KSF	8,640	346	207	138	950	475	475	
	Office/Corporate	303.4 KSF	15 /KSF	4,551	683	614	68	683	68	614	
	Visitor Serving	36.58 KSF	20 /KSF	732	110	99	11	110	11	99	
	School	4 AC	60 /AC	240	62	37	25	12	4	8	
	TOTALS			46,583	4,385	2,841	1,544	5,459	2,184	3,275	

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PHASE	LAND USE	AMOUNT	RATE	TOTAL ADT*	PEAK HOUR TRIPS AM PEAK TOTAL	AM PEAK IN	AM PEAK OUT	PM PEAK TOTAL	PM PEAK IN	PM PEAK OUT	TRAFFIC FACILITY IMPROVEMENTS TO BE ASSURED UNLESS OTHERWISE NOTED
6											
	Single-Family Dwelling	1334 DU	10 /DU	13,340	1,067	213	854	1,334	934	400	
	Multiple-Family Dwelling	650 DU	8 /DU	5,200	416	83	333	520	364	156	
	Office	732 KSF	20 /KSF	14,640	1,903	1,713	190	2,050	410	1,640	
	Industrial	323 KSF	15 /KSF	4,845	522	454	68	564	124	439	
	Park	14.5 AC	50 /AC	725	29	15	15	58	29	29	
	Retail	115 KSF	72 /KSF	8,280	331	199	132	911	455	455	(15) Construct Vista Sorrento Parkway as a four lane major street between Sorrento Valley Blvd and Carmel Moutain Road. Extend Carmel Mountain Road from El Camino Real to the eastern community plan boundary.
	Day Care (6)	3 KSF		0	0	0	0	0	0	0	
	Office/Corporate	440.066 KSF	15 /KSF	6,601	990	891	99	990	99	891	
	Visitor Serving	36.58 KSF	20 /KSF	732	110	99	11	110	11	99	
	School	4 AC	60 /AC	240	62	37	25	12	4	8	(16) Construct subdivision improvements as required by phasing and the City Engineer.
	TOTALS			54,603	5,431	3,704	1,727	6,548	2,430	4,118	

PHASE	LAND USE	AMOUNT	RATE	TOTAL ADT*	PEAK HOUR TRIPS AM PEAK TOTAL	AM PEAK IN	AM PEAK OUT	PM PEAK TOTAL	PM PEAK IN	PM PEAK OUT
7										
	Single-Family Dwelling	1334 DU	10 /DU	13,340	1,067	213	854	1,334	934	400
	Multiple-Family Dwelling	770 DU	8 /DU	6,160	493	99	394	616	431	185
	Office	950 KSF	20 /KSF	19,000	2,470	2,223	247	2,660	532	2,128
	Industrial	400 KSF	15 /KSF	6,000	660	594	66	720	144	576
	Park	14.5 AC	50 /AC	725	29	15	15	58	29	29
	Retail	170 KSF	72 /KSF	12,240	490	294	196	1,346	673	673
	Day Care (6)	3 KSF		0	0	0	0	0	0	0
	Office/Corporate	440.066 KSF	15 /KSF	6,601	990	891	99	990	99	891
	Visitor Serving	36.58 KSF	20 /KSF	732	110	99	11	110	11	99
	School	4 AC	60 /AC	240	62	37	25	12	4	8
	TOTALS			65,038	6,371	4,465	1,906	7,846	2,857	4,989

NOTES:

1. Improvements to be completed, under contract, bonded or scheduled in the City Capital Improvements Program, or programmed in the State Transportation Improvement Program to the satisfaction of the City Engineer before exceeding the allowable levels of development in the columns above.

2. It should be noted that this plan is intended to serve as a guideline for sequential development of street improvements. Because the geographic order of development is not certain, it will be necessary to review annually and revise this phasing plan in order to reflect current land development proposals and actual trip generation rates and trip distribution.

3. All streets within the boundaries of the Community Plan shall be improved to full width as part of the development on adjacent parcels. Traffic signals shall be constructed as required via the Tentative Tract Map.

4. Total permitted ADT by land use can be adjusted so that ADT's are transferred from one land use to another so long as the listed total ADT's from all land use is not exceeded, subject to additional studies as required by the City Engineer. The additional studies must evaluate if the uses different from those asumed in this plan invalidate the ADT and/or peak hour traffic calculations and therefore, the phasing of transportation improvements.

5. Thresholds for each section are governed by the issuance of building permits and not the recordation of final maps.

6. The 3 KSF of Day Care is a component of the industrial uses in the project. Its traffic generation is included in the industrial uses.

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