

Mission Valley



IMPACT FEE STUDY

Fiscal Year 2020

November 2019



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The information in this document will be made available in alternative formats upon request. To request an impact fee study in an alternative format, call the Planning Department at (619) 235-5200. To view this document online, visit the City of San Diego website at: <https://www.sandiego.gov/planning/facilities-planning/plans>

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Purpose and Scope of the Impact Fee Study

The purpose of the Impact Fee Study is to provide a list of public facilities that are needed to implement the goals of the community plan and to develop applicable Development Impact Fees (DIFs) pursuant to California Government Code Section 66000 through which new development will pay no more than its proportional fair-share of the cost of those facilities based on a clear nexus. The Impact Fee Study functions as an implementation document of the City of San Diego's General Plan (General Plan) and the Mission Valley Community Plan as described below.

General Plan

The General Plan is the City of San Diego's (City) constitution for development. It is comprised of 10 elements that provide a comprehensive slate of citywide policies and further the City of Villages smart growth strategy for growth and development. The General Plan was comprehensively updated by the City Council in 2008.

Community Plan

Community plans are part of, and work together with, the General Plan to provide location-based policies and recommendations in the City's community planning areas. Community plans are written to refine the General Plan's citywide policies; designate land uses and housing densities; and include additional site-specific recommendations as needed. The Mission Valley Community Plan (Community Plan) is a comprehensive policy guide for the physical development of Mission Valley.

Impact Fee Study

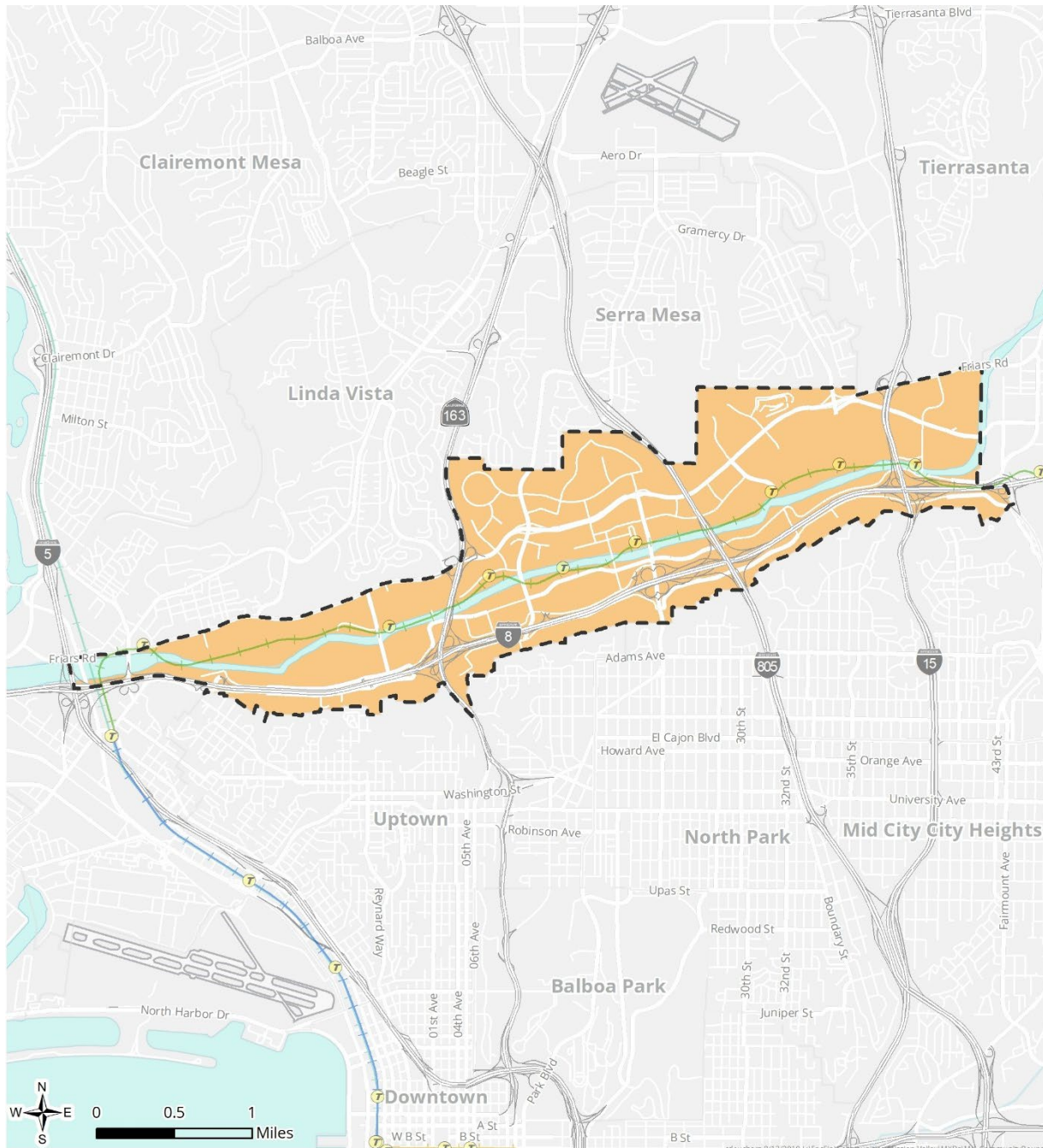
The Public Facilities, Services and Safety Element section of the General Plan describes the City's policy to ensure that the impact by new development on the need for public facilities is mitigated through appropriate fees.

The Impact Fee Study includes several categories of public facilities to meet the needs of diverse communities including, but not limited to: mobility, parks and recreation, library, and fire-rescue. It identifies a baseline of existing public facilities as well as those that are needed as the community continues to develop. The Impact Fee Study identifies the extent to which facilities are eligible for DIF funding. Some public facilities may be recognized locally as serving the needs of the community and benefiting the public but may not be identified as eligible for DIF funding due to policy or legal limitations.

The Fiscal Year 2020 Mission Valley Impact Fee Study (Mission Valley IFS) replaces the Fiscal Year 2013 Mission Valley Public Facilities Financing Plan (adopted by Resolution No. R-308112). The Mission Valley IFS is an update that reflects changes in the amount of anticipated development and to the estimated cost of community serving facilities.

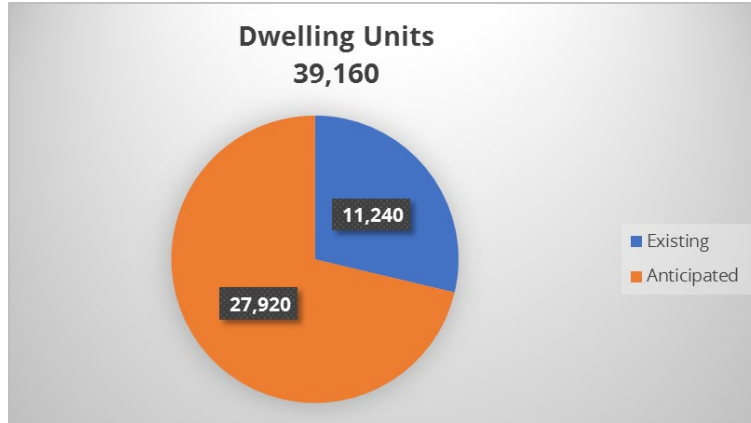
Community Profile

The Mission Valley Community Planning Area encompasses roughly 3,216 acres of land. The planning area is urbanized and generally characterized as a mix of commercial and residential uses, with significant recreational and open space acreage. Mission Valley is generally bounded by Friars Road and the northern slopes of the valley on the north, the eastern banks of the San Diego River on the east, the southern slopes of the valley on the south, and Interstate (I-5) on the west.

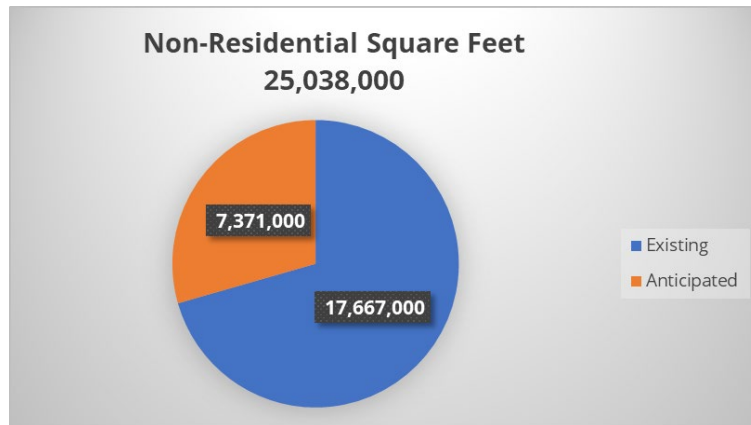


Mission Valley Development Forecast

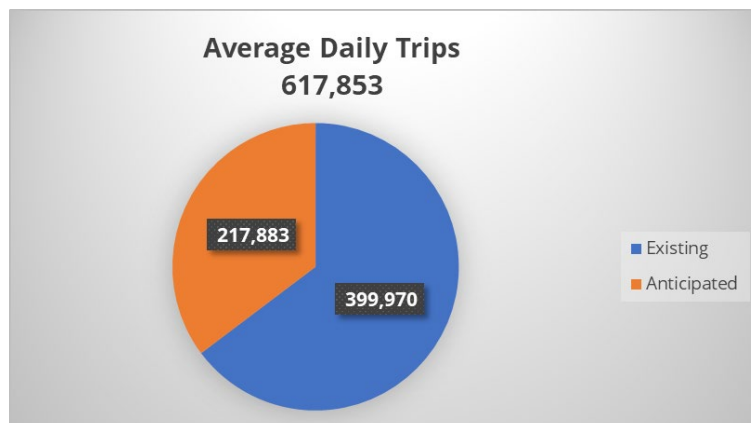
According to the Mission Valley Community Plan (Community Plan), Mission Valley had 11,240 dwelling units (DUs) in 2012 and DUs are anticipated to increase to 39,160 in 2050.



In addition, the Community Plan projects that the existing 17,667,000 square feet (SF) of non-residential development will increase to 25,038,000 in 2050.



According to SANDAG's Series 13 Activity Based Model, the average daily trips (ADTs) generated in Mission Valley in 2012 was approximately 399,970. SANDAG projects a 54 percent increase, or 217,883 additional ADTs, in 2050.



Existing Public Facilities

Mobility Facilities

Mission Valley is served by an existing mobility network of automobile and public transportation systems, as well as bicycle and pedestrian circulation systems. As Mission Valley increases in population there is a need to achieve a balance with a multi-modal and integrated transportation network that serves all categories of users while making more efficient use of the network within the existing right-of-way.



Parks and Recreation Facilities

Parks and open space play an important role in the physical, mental, social, and environmental health of the residents of Mission Valley. As the community continues to grow, more park and recreation facilities will be needed to maintain a high quality of life. Table 5, Existing and Future Parks and Recreation Facilities, of the Community Plan includes a list of existing and future parks and recreation facilities.



Fire-Rescue Facilities

There is one fire station (Fire Station 45) within the Mission Valley Community Planning Area. Fire Station 45 opened in 2015 and it is located near the intersection of Friars Road and Mission Village Drive.



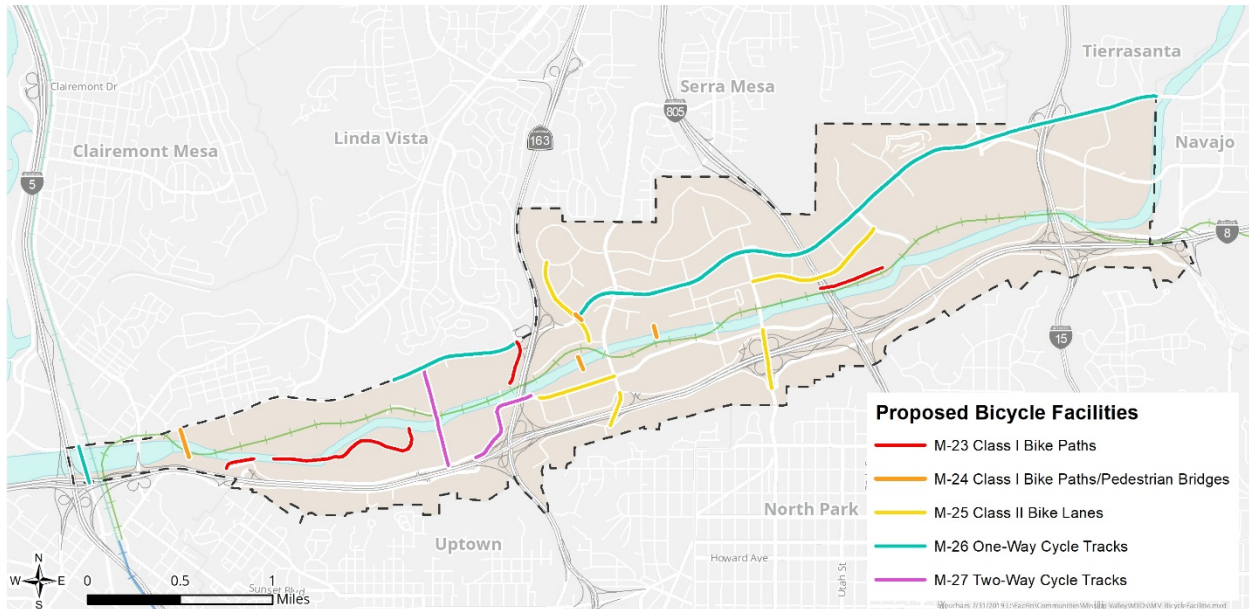
Library Facilities

Mission Valley is served by the 19,760 square foot Mission Valley Library. The library includes a meeting room with public art displays, a children's library, computer lab, outdoor patio with a flowing river sculpture and a terrace.



Future Public Facilities

Mobility Facilities



The map above is not a comprehensive illustration of the proposed projects in the Mission Valley IFS. It is a depiction of the location of selected projects, and is not intended to indicate any priority of the projects. Refer to the Mission Valley Impact Fee Analysis for the complete list of proposed projects.

Project No.	Project Title	Project Description
M-1	Pedestrian Scale Lighting	Pedestrian scale lighting increases visibility along walkways, creating a more comfortable and inviting environment for pedestrians. Facilities may include, but are not limited to, the following locations:
		Frazer Road from Friars Road to Hazard Center Driveway
		Frazer Road from Hazard Center Driveway to Hazard Center Drive
		Frazer Road from Murray Canyon Road to Ralph's Driveway
		Frazer Road from Ralph's Driveway to Friars Road
		Hazard Center Drive from Frazer Road to Mission Center Road
		Hazard Center Drive from Hazard Center East Driveway to Frazer Road
		Hazard Center Drive from Hazard Center West Driveway to Hazard Center East Driveway
		Mission Center Road from Camino De La Reina to Camino Del Rio North
		Mission Center Road from Friars Road Eastbound Ramps to Mission Center Court
		Mission Center Road from Friars Road Westbound Ramps to Friars Road Eastbound Ramps
		Mission Center Road from HAWK Beacon to Camino De La Reina
		Mission Center Road from Hazard Center Drive to HAWK Beacon
		Mission Center Road from Mission Center Court to Hazard Center Drive
		Mission Center Road from Mission Valley Road/Civita Boulevard to Westside Drive

Project No.	Project Title	Project Description
M-1 (cont.)	Pedestrian Scale Lighting	Pedestrian scale lighting increases visibility along walkways, creating a more comfortable and inviting environment for pedestrians. Facilities may include, but are not limited to, the following locations:
Mission Center Road from Westside Drive to Friars Road Westbound Ramps		
Murray Canyon Road from Metropolitan Drive to Mission Heights		
Murray Canyon Road from Mission Heights to Frazee Road		
Qualcomm Way from Civita Boulevard to Friars Road Westbound Ramps		
Qualcomm Way from Friars Road Eastbound Ramps to Rio San Diego Drive		
Qualcomm Way from Friars Road Westbound Ramps to Friars Road Eastbound Ramps		
Qualcomm Way from Rio San Diego Drive to Camino Del Rio North		
Ward Road from San Diego Mission Road to Camino Del Rio North		
Westside Drive from Mission Center Road to Via Alta		

M-2	Sidewalks with Landscaped Parkways	Sidewalks with landscaped parkways may include, but are not limited to, the following locations:
Camino De La Reina and Camino Del Este		
Camino Del Rio North and Ward Road		
Camino Del Rio South from 1500' West of Mission City Parkway to 1900' West of Mission City Parkway		
Camino Del Rio South from 280' West of Mission City Parkway to 570' west of Mission City Parkway		
Camino Del Rio South from Qualcomm Way to 1860' East of Qualcomm Way		
Eastbound Friars Road Off-Ramp from Friars Road to Mission Center Road		
Friars Road from 280' East of Frazee Road to Mission Center Road Eastbound Off-Ramp		
Friars Road from Qualcomm Way to Eastbound Off-Ramp at Mission Village Drive		
Friars Road from Ulric Street to 350' West of Frazee Road		
Friars Road from Westbound Off-Ramp at Qualcomm Way to 510' West of Rio Bonito Way		
Hotel Circle and I-8 West (Ramp)		
Hotel Circle North from Fashion Valley Road to Camino De La Reina		
Mission Center Road and Sevan Court		
Mission City Parkway from 490' South of Camino Del Rio North to Southern terminus		
Mission City Parkway from Camino Del Rio North to I-8 Bridge		
Pacific Highway from Northern Community Boundary to Southern Community Boundary		
Qualcomm Way from Camino De La Reina to Camino Del Rio North		
Qualcomm Way from I-8 Westbound Off-Ramp to 100' North of Camino Del Rio South		
Taylor Street and I-8 East (Ramp)		
Taylor Street from Hotel Circle South to Western Community Boundary		
Texas Street from Camino Del Rio South to Southern Community Boundary		
Westbound Friars Road Off-Ramp from Friars Road to Qualcomm Way		

Project No.	Project Title	Project Description
M-3	Lead Pedestrian Intervals	Lead pedestrian intervals provide pedestrians a 3-7 second head start when entering an intersection, reinforcing their right-of-way over turning vehicles. Facilities may include, but are not limited to, the following locations:
		Camino Del Este and Camino De La Reina
		Fenton Parkway and Friars Road
		Fenton Parkway and Rio San Diego
		Mission Center Road and Camino De La Reina
		Mission Center Road and Civita Boulevard
		Mission Center Road and Hazard Center Drive
		Mission Center Road and Mission Center Court
		Mission Center Road and Westside Drive
		Qualcomm Way and Friars Road Eastbound
		Qualcomm Way and Friars Road Westbound
		Rancho Mission Drive and San Diego Mission Road
		Ward Road and Camino Del Rio North
M-4	Pedestrian Countdown Signals	Pedestrian countdown signals provide pedestrians with a clear indication of how many seconds remain to safely cross. Facilities may include, but are not limited to, the following locations:
		Auto Circle and Camino Del Rio South
		Auto Circle and I-8 Eastbound Ramps
		Avenida De Las Tiendas and Friars Road
		Camino Del Este and Camino De La Reina
		Camino Del Este and Camino Del Rio North
		Colusa Street and Friars Road
		Fashion Valley Road and Hotel Circle North
		Fenton Parkway and Friars Road
		Fenton Parkway and Rio San Diego
		Frazer Road and Friars Road
		I-8 Westbound Ramps and Camino Del Rio North
		Mission Center Road and Camino De La Reina
		Mission Center Road and Camino Del Rio North
		Mission Center Road and Civita Boulevard
		Mission Center Road and Friars Road Eastbound
		Mission Center Road and Friars Road Westbound
		Mission Center Road and Hazard Center Drive
		Mission Center Road and Mission Center Court
		Mission Center Road and Westside Drive
		Mission City Parkway and Camino Del Rio North
		Mission City Parkway and Camino Del Rio South
		Mission Village Drive and Friars Road Eastbound

Project No.	Project Title	Project Description
M-4 (cont.)	Pedestrian Countdown Signals	Pedestrian countdown signals provide pedestrians with a clear indication of how many seconds remain to safely cross. Facilities may include, but are not limited to, the following locations:
Napa Street and Friars Road		
Northside Drive and Friars Road		
Qualcomm Way and Camino De La Reina		
Qualcomm Way and Camino Del Rio North		
Qualcomm Way and Friars Road Eastbound		
Qualcomm Way and Friars Road Westbound		
Qualcomm Way and I-8 Eastbound Ramps		
Qualcomm Way and Rio San Diego Drive		
Rancho Mission Drive and San Diego Mission Road		
Rancho Mission Road and Friars Road		
River Run Drive and Friars Road		
SR-163 Northbound Ramps and Friars Road		
Texas Street and Camino Del Rio South		
Ulric Street/SR-163 Southbound and Friars Road		
Via De La Moda and Friars Road		
Via Las Cumbres and Friars Road		
Ward Road and Camino Del Rio North		
M-5	Curb Ramps	Curb ramps may include, but are not limited to, the following locations:
Auto Circle and I-8 Eastbound Ramps		
Camino Del Este and Camino De La Reina		
Camino Del Este and Camino Del Rio North		
Colusa Street and Friars Road		
Fenton Parkway and Friars Road		
Fenton Parkway and Rio San Diego		
Hotel Circle and Bachman Place		
I-8 Westbound Ramps and Camino Del Rio North		
Mission Center Road and Camino De La Reina		
Mission Center Road and Camino Del Rio North		
Mission Center Road and Friars Road Eastbound		
Mission Center Road and Hazard Center Drive		
Mission Center Road and Mission Center Court		
Mission City Parkway and Camino Del Rio North		
Mission Village Drive and Friars Road Eastbound		
Napa Street and Friars Road		
Northside Drive and Friars Road		
Qualcomm Way and Camino De La Reina		

Project No.	Project Title	Project Description
M-5 (cont.)	Curb Ramps	Curb ramps may include, but are not limited to, the following locations:
		Qualcomm Way and Camino Del Rio North
		Qualcomm Way and Friars Road Eastbound
		Qualcomm Way and Friars Road Westbound
		Qualcomm Way and I-8 Eastbound Ramps
		Qualcomm Way and Rio San Diego Drive
		Rancho Mission Drive and San Diego Mission Road
		Rancho Mission Road and Friars Road
		Taylor Street and I-8 East (Ramp)
		Ulric Street/SR-163 Southbound and Friars Road
		Via De La Moda and Friars Road
		Via Las Cumbres and Friars Road
		Ward Road and Camino Del Rio North

M-6	Transit-Only Lanes	Transit-only lanes may include, but are not limited to, the following locations:
		Fashion Valley Road and Friars Road
		Qualcomm Way and Camino De La Reina
		Qualcomm Way from Camino De La Reina to Camino Del Rio North
M-7	Hotel Circle North/South One-way Couplet and I-8 Interchange	A Project Study Report is required to further refine the concept and phasing; however, Phase 1 includes a one-way couplet, cycle track, sidewalk, reconfigured access to I-8, portion of Riverwalk Street "U" connection providing access for properties on Hotel Circle North, and additional active transportation connections to the San Diego River Trail. Phase 2 includes Riverwalk Street "J" segment over I-8 between Hotel Circle North and South and connections to Hotel Circle North and South.
M-8	Rio San Diego Drive from River Run Drive to Fenton Parkway	Restripe from a 4-Lane Collector to a 2-Lane Collector with Class II Bike Lanes and left-turn pockets where needed.
M-9	Camino Del Rio North from Mission City Parkway to Ward Road	Realignment of Camino Del Rio North, east of Mission City Parkway/Fenton Parkway Extension for standard horizontal curvature. The roadway will be classified as a 2-Lane Collector without Two-Way Left-Turn Lane. Class II Bike Lanes will be accommodated along this segment.
M-10	San Diego Mission Road from Rancho Mission Road to Fairmount Avenue	Widen from a 2-Lane Collector to a 4-Lane Collector with Two-Way Left-Turn lane. Left-turn pockets may be provided at intersection and driveway locations in lieu of a continuous two-way left-turn lane. Class II Bike Lanes will be accommodated along this segment.

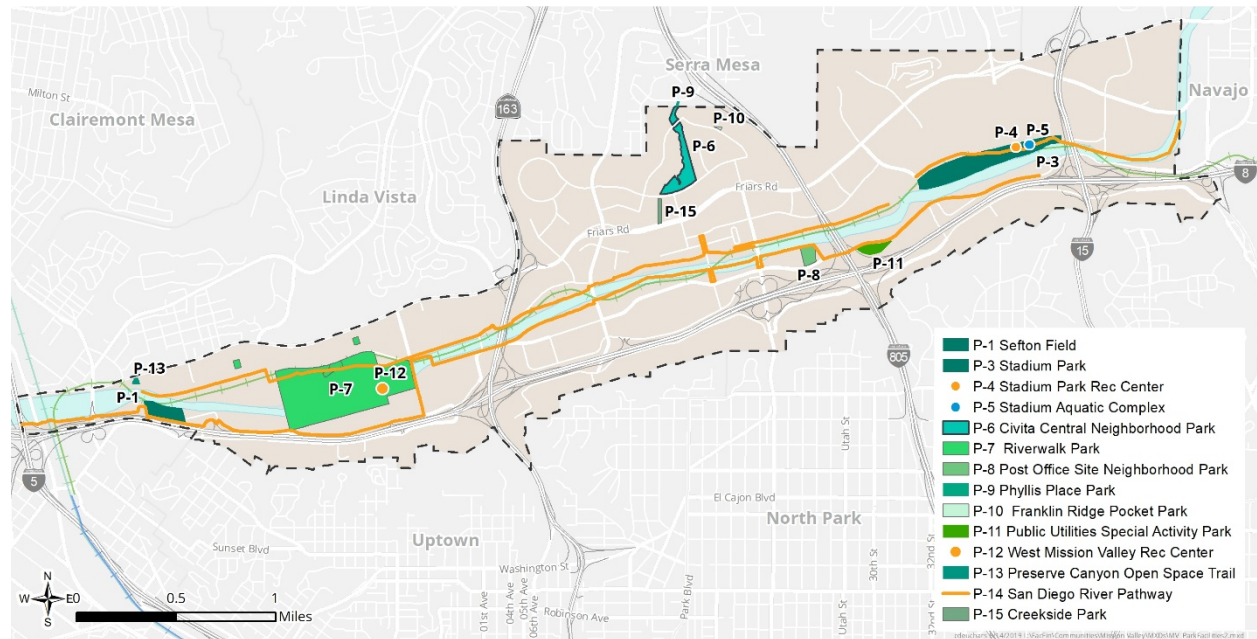
Project No.	Project Title	Project Description
M-11	Camino Del Rio South between the Western Terminus to Mission City Parkway	Modify from a 2-Lane Collector to a 2-Lane Collector with Two-Way Left-Turn Lane. Left-turn pockets may be provided at intersection and driveway locations in lieu of a continuous two-way left-turn lane. On-street parking will be removed in some locations to facilitate implementation of the two-way left-turn lane or left-turn pockets and Class II Bike Lanes.
M-12	Metropolitan Drive from Mission Valley Road to Frazee Road	Restripe 2-Lane Collector with Two-Way Left-Turn Lane to accommodate Class II Bike Lanes
M-13	Mission Valley Road from Frazee Road to Metropolitan Drive	Restripe 2-Lane Collector with Two-Way Left-Turn Lane to accommodate Class II Bike Lanes
M-14	Murray Canyon Road from Frazee Road to Metropolitan Drive/Mission Valley Drive	Restripe 3-Lane Collector with Two-Way Left-Turn Lane to accommodate Class II Bike Lanes
M-15	Rancho Mission Road/Ward Road from Friars Road to Camino Del Rio North	Reconfigure to a 2-Lane Collector with Two-Way Left-Turn Lane to provide for Class IV Cycle Tracks (one-way) in each direction. Left-turn pockets may be provided at intersection and driveway locations in lieu of a continuous two-way left-turn lane
M-16	Riverwalk Street "J" from Riverwalk Drive (south of MTS trolley tracks) to Hotel Circle North	Construct 2-lane high-water bridge with Class II Buffered Bicycle Lanes and painted median over the San Diego River between Riverwalk Drive and Riverwalk Street "U". Construct 4-lane connection with 4 travel lanes, painted median, and Class IV Cycle Track between Riverwalk Street "U" and Hotel Circle North. Riverwalk Street "J" south of Riverwalk Street "U" is included as part of Project No. M-7, Phase 2 .
M-17	Riverwalk Street "U" from Fashion Valley Road to Riverwalk Street "J"	Construct 4-Lane Collector with Two-Way Left-Turn Lane and Class IV Cycle Track. Left-turn pockets may be provided at intersection and driveway locations in lieu of a continuous two-way left-turn lane.
M-18	Avenida Del Rio from Fashion Valley Mall Parking Lot Driveway to Camino De La Reina	Realign Avenida Del Rio between the Fashion Valley Mall Parking Lot Driveway and Camino De La Reina. Realignment will include a 4-Lane collector bridge, culvert over the San Diego River, and Class IV Cycle Track (two-way).

Project No.	Project Title	Project Description
M-19	Santo Road from Patriot Street to Ambrosia Drive	Construct a 4-Lane Major Street with Class II Bicycle Lanes.
M-20	Fenton Parkway extension to Camino Del Rio North/Mission City Parkway	Construct extension of Fenton Parkway south to Camino Del Rio North as a 4-Lane Collector with turn lanes as needed, Class II Buffered Bicycle Lanes, and painted median, including grade separation and high-water bridge over the San Diego River.
M-21	Signalized Intersections	Signalized intersections may include, but are not limited to, the following locations:
Avenida Del Rio and Camino De La Reina		
Avenida Del Rio and Fashion Valley Mall Driveway		
Hotel Circle South and Camino De La Reina		
Riverwalk Street "J" and Hotel Circle North		
Riverwalk Street "J" and Hotel Circle South		
Riverwalk Street "J" and Riverwalk Street "U"		

M-22	River Run Drive and Rio San Diego Drive	Construct roundabout
M-23	Class I Bike Paths	Class I Bike Paths may include, but are not limited to, the following locations:
Hotel Circle Place from Western Terminus to San Diego River Trail Terminus		
Parallel to SR-163 from Riverwalk Drive to Friars Road		
San Diego River Trail from Fashion Valley Road to Sefton Field/Cottonwood Grove Park		
San Diego River Trail from I-805 to Del Rio Apartments		
M-24	Class I Bike Paths/Pedestrian Bridges	Class I Bike Paths/pedestrian bridges may include, but are not limited to, the following locations:
Bridge over Friars Road from Frazee Road to East		
Bridge over San Diego River from Hazard Center Trolley Station to South		
Bridge over San Diego River from Mission Valley Trolley Station to North		
Bridge over San Diego River from Sefton Field to Friars Road		
M-25	Class II Bike Lanes	Class II Bike Lanes may include, but are not limited to, the following locations:
Auto Circle/Mission Center Road from Camino Del Rio South to Camino Del Rio North		
Camino De La Reina from Camino De La Siesta to Mission Center Road		
Frazee Road from Friars Road to Hazard Center Drive		
Frazee Road from Mission Valley Road to Murray Canyon Road		
Frazee Road from Murray Canyon Road to Friars Road		
Qualcomm Way from Camino De La Reina to Camino Del Rio South		
Rio San Diego Drive from Qualcomm Way to Fenton Parkway		

Project No.	Project Title	Project Description
M-26	Class IV Cycle Tracks (One-Way)	Class IV Cycle Track (one-way) may include, but are not limited to, the following locations:
		Friars Road from 900' West of Fashion Valley Road to Fashion Valley Road
		Friars Road from Fashion Valley Road to Ulric Street/SR-163 Southbound Ramps
		Friars Road from Frazee Road to Community Boundary
		Pacific Highway from Northern Community Boundary to Southern Community Boundary
M-27	Class IV Cycle Tracks (Two-Way)	Class IV Cycle Track (two-way) may include, but are not limited to, the following locations:
		Camino De La Reina from Hotel Circle North to San Diego River Trail
		Fashion Valley Road from Friars Road to Hotel Circle North
M-28	Bike Signal Phasing	Bike signal phasing may include, but are not limited to, the following locations:
		Bachman Place and Hotel Circle South
		Camino De La Reina and Hotel Circle North
		Fashion Valley Road and Friars Road
		Fashion Valley Road and Hotel Circle North
		Fashion Valley Road and Riverwalk Drive
		Fashion Valley Road and Riverwalk Street "U"
		Hotel Circle North and Taylor Street/Hotel Circle South
		Hotel Circle Place and Hotel Circle North
		Riverwalk Street "J" and Hotel Circle North
		Riverwalk Street "J" and Hotel Circle South
		Via Las Cumbres and Friars Road
M-29	Project Study Reports for Freeway Interchanges	Project study report for freeway interchanges may include, but are not limited to, the following locations:
		I-15/Friars Road
		I-8/Hotel Circle/Riverwalk Street "J"/Fashion Valley Road
		I-8/Mission Center Road
		I-8/Morena Boulevard
		I-8/Qualcomm Way/Texas Street
M-30	Phase 2: SR-163/Friars Road Interchange Improvement	Construct a new collector ramp from southbound SR-163 to westbound I-8 and a new flyover entrance ramp from Ulric Street to southbound SR-163 to reduce weaving.
M-31	Phase 3: SR-163/Friars Road Interchange Improvement	Construct two southbound SR-163 auxiliary lanes from Genesee Avenue to Friars Road. Construct a northbound SR-163 auxiliary lane for motorists entering the freeway from Friars Road.

Park and Recreation Facilities



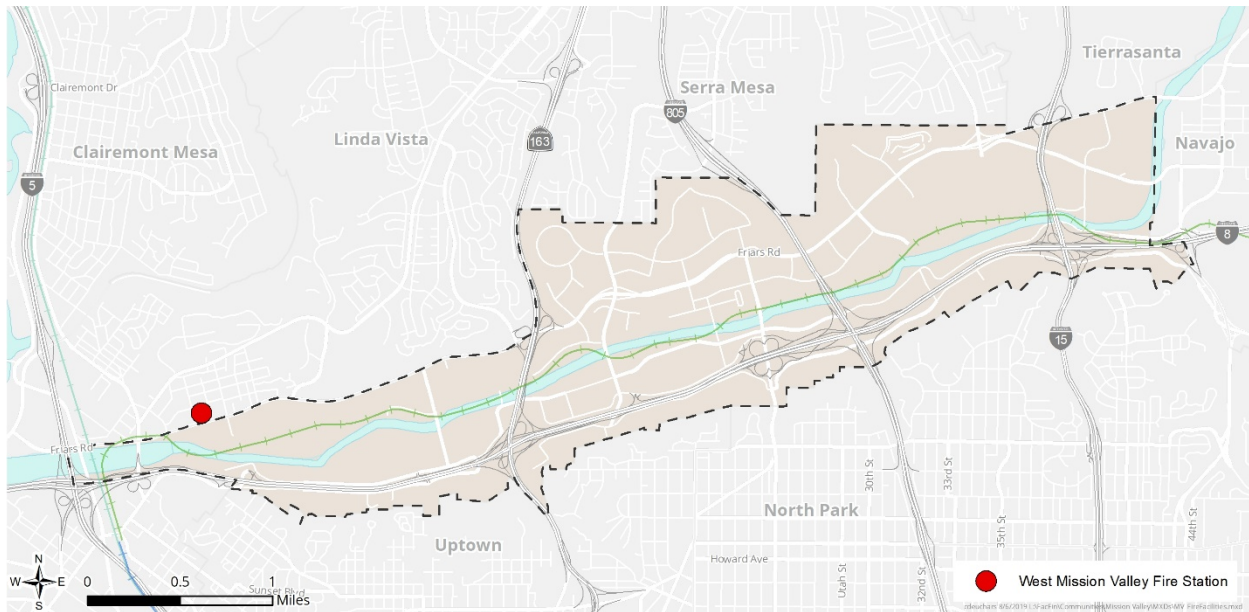
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Project No.	Project Title	Project Description
P-1	Sefton Field Neighborhood Park-Park Upgrades	Design and construct improvements to existing approximately 8-acre neighborhood park. Improvements may include, but are not limited to, the children’s play area, picnic facilities, hardcourts, comfort station, San Diego River pathway, walkways, landscaping, and parking.
P-2	Mission Valley Public and Urban Parks	Acquire, design, and construct approximately 4 acres of public parks and improvements within Mission Valley and design and construct 75,000 square feet of urban park amenities located within Mission Valley Heights, Mission Valley Mall, Fenton Marketplace, or other similar sites. This project also includes other smaller urban amenities in the form of right-of-way recreation infrastructure that would provide additional recreational opportunities while simultaneously encouraging the use of right-of-way for pedestrian travel that provides linkages to the San Diego River Trail.
P-3	Stadium River Park-Development	Design and construct a 34-acre major park to serve both the Mission Valley (24 acres) and Navajo (10 acres) communities. Park facilities may include, but are not limited to, lighted multi-purpose turf fields, San Diego River pathway improvements, picnic facilities, picnic shelters, comfort station(s), children's play areas, multi-purpose courts, walkways, landscaping, basketball courts, parking, and amphitheater.

Project No.	Project Title	Project Description
P-4	Stadium Park Recreation Center-Development	Design and construct an approximately 25,000 square feet recreation center to serve both the Mission Valley (20,000 SF) and Navajo (5,000 SF) communities. Facilities may include, but are not limited to, a gymnasium, indoor courts, and multi-purpose rooms.
P-5	Stadium Aquatic Complex-Development	Design and construct an aquatic complex. Facilities may include, but are not limited to, pools for specialized uses such as a children's pool and a therapeutic pool, aquatic support facilities that include locker rooms, staff offices, equipment storage, and showers.
P-6	Civita Central Neighborhood Park-Land Acquisition and Development	Acquire, design, and construct an approximately 14.40-acre neighborhood park. Park facilities may include, but are not limited to, passive and active recreation, such as multipurpose turf areas, parking lot, comfort station, children's play areas, community garden with separate water meter/sewer capacity and fencing, amphitheater, dog run, overhead structures, water feature, seating, picnic tables, walkways, landscaping, and parking.
P-7	Riverwalk Park-Land Acquisition and Development	Acquire, design, and construct a 27-acre major park. Park facilities may include, but are not limited to, multi-purpose athletic fields, San Diego River pathways, children's play area, multi-purpose courts, comfort station, picnic facilities, passive lawn areas, walkways, landscaping, parking, trellises, and exercise equipment.
P-8	Post Office Site Neighborhood Park-Land Acquisition and Development	Acquire, design, and construct a 4.10-acre neighborhood park. Passive recreational facilities may include, but are not limited to, multi-purpose fields, comfort station, children's play area, picnic facilities, passive lawn areas, parking, walkways, and landscaping.
P-9	Phyllis Place Park-Land Acquisition and Development	Acquire, design, and construct an approximately 1.30-acre mini park to serve both the Mission Valley (.80 acres) and Serra Mesa (.50 acres) communities. Park facilities may include, but are not limited to, multi-purpose courts, children's play area, picnic facilities, parking areas, lighting, pathways, and landscaping.
P-10	Franklin Ridge Pocket Park-Land Acquisition and Development	Acquire, design, and construct a 0.20-acre pocket park. Park facilities may include, but are not limited to, picnic facilities, pathways, and landscaping.
P-11	Public Utilities Site Special Activity Park-Land Acquisition and Development	Acquire, design, and construct a 4.10-acre special activity park. Park facilities may include, but are not limited to, an off-leash dog area, skate park, passive turf areas, pathways, parking areas, and landscaping.
P-12	West Mission Valley Recreation Center-Development	Design and construct an approximately 17,000 square feet recreation center. Facilities may include, but are not limited to, a gymnasium, indoor courts, and multi-purpose rooms.

Project No.	Project Title	Project Description
P-13	Mission Valley Preserve Canyon Open Space Trail-Development	Design and construct amenities to existing 3.40-acre trails. Facilities may include, but are not limited to, interpretive signs, protective fencing, trail kiosks, landscaping, benches, and revegetation.
P-14	San Diego River Pathway-Development	Design and construct 13.90 acres of trails. Facilities may include, but are not limited to, interpretive signage, protective fencing, native landscaping, San Diego River pathways, and overlooks.
P-15	Creekside Park-Land Acquisition and Development	Acquire, design, and construct an approximately 1.40-acre mini park. Park facilities may include, but are not limited to, children's play area, picnic facilities, passive turf areas, comfort station, pathways, landscaping, elevated walkways/Trex decks with railings, and lighting.
P-16	Stadium Neighborhood Park-Development	Design and construct a 22-acre neighborhood park. Park facilities may include, but are not limited to, lighted multi-purpose turf fields, picnic facilities, picnic shelters, comfort station(s), children's play areas, multi-purpose courts, walkways, landscaping, basketball courts, and parking.

Fire-Rescue Facilities



The map above is not a comprehensive illustration of the proposed projects in the Mission Valley IFS. It is a depiction of the location of selected projects, and is not intended to indicate any priority of the projects. Refer to the Mission Valley Impact Fee Analysis for the complete list of proposed projects.

Project No.	Project Title	Project Description
F-1	West Mission Valley Fire Station	New fire station anticipated to be located at the San Diego Police-Western Division site. Station would serve the communities of Mission Valley (60%), Linda Vista (38%), and Old Town (2%).

Development Impact Fee (DIF) Calculation

The Mission Valley IFS identifies the Fiscal Year (FY) 2020 estimated costs associated with the acquisition, design, and/or construction of community-serving infrastructure projects for Mission Valley. The portion of those costs that are used to calculate the Mission Valley DIF is referred to as the “DIF-Basis”. For most projects included in the Mission Valley IFS, 100% of the estimated project costs are included in the DIF-basis. However, in certain instances some costs are excluded from the DIF-Basis. Examples include multiple communities sharing in the total project cost or where limitations have been placed on costs that are included in the DIF-Basis due to policy considerations.

The Mission Valley DIF is comprised of a component fee for each category: mobility, parks and recreation, and fire-rescue. The listed facilities are consistent with the goals of the City’s General Plan and the Community Plan and are needed to serve the public at full community development.

Estimated costs included in the DIF-basis are apportioned to land use types based on the type of the land use and/or the type of facility. For example, residential development generates a demand for park and recreation facilities while, for the Mission Valley IFS, non-residential development is assumed to not generate that demand. Therefore, the DIF for new residential development will include the cost of parks and recreation facilities, while non-residential development will not include those costs.

The amount of DIF assessed on new development is based on the extent or degree to which each type of development generates a demand for, or receives benefit from, the various planned public facilities, referred to as the nexus. Future DIF funds collected will contribute only a small portion of the cost of the public facilities included in the Mission Valley IFS. The remaining portion of costs must be provided through funding mechanisms other than DIF.

Mobility Component of DIF

Mobility facilities are dictated by traffic volumes. Both residential and non-residential development generate demand for mobility facilities. Non-residential development impact fees are based on square feet (SF) and the number of Average Daily Trips (ADTs) generated by the development. Residential development impact fees are based on an ADT rate of 6 ADTs per dwelling unit (DU). For the Mission Valley IFS, the ADT rate applied to each building permit fee calculation will be that as listed in Table 7 of the Trip Generation Manual.

At full community development, Mission Valley is anticipated to generate 617,853 ADTs. The DIF-Basis for mobility projects is \$321,868,787 (FY 2020 dollars). This total, which includes 5% for administrative costs, divided by 617,853 ADTs results in a DIF of \$521 per ADT and \$3,126 per DU.

The Community Plan strives to facilitate no net loss of jobs on a mixed-use development that is proposed on a previously all commercial site, while increasing opportunities for housing. According to a focused economic analysis conducted by Keyser Marston Associates, the \$521 per ADT would have a significant impact on the feasibility of creating the type of mixed-use development envisioned in the Community Plan. Therefore, the City has elected to adjust the \$521 per ADT to \$151 per ADT.

Park and Recreation Component of DIF

Park and recreation facilities benefit residential development, and residential impact fees are based on an average cost per residential DU. At full community development, Mission Valley is anticipated to have 39,160 DUs. The DIF-basis for park and recreation projects is \$291,124,100 (FY 2020 dollars). This cost, which includes 5% for administrative costs, divided by 39,160 DUs result in a DIF of \$7,434 per DU.

The Recreation Element of the General Plan describes the minimum standards and strategies for development of population-based park and recreation facilities. The goal of General Plan Policy RE-A.8 is to provide population-based parks at a minimum ratio of 2.8 useable acres per 1,000 residents. To meet this standard, Table 5: Existing and Future Parks and Recreation Facilities in the Community Plan lists 186.78 acres of future parks and equivalencies, including 57.14 acres of unidentified parks. Since the opportunity to provide this total acreage of new parks is limited, the Mission Valley IFS lists 139.52 acres of parks and equivalencies, including 4 acres of unidentified parks. The park component of the DIF of \$7,434 per DU would increase to \$13,771 per DU with the additional 53.14 acres of unidentified parks.

Library Component of DIF

No future library needs are included in the Mission Valley IFS.

Fire-Rescue Component of DIF

Fire-rescue facilities benefit both residential and non-residential development. Non-residential development impact fees are based on an average cost per 1,000 square feet. Residential impact fees are based on an average cost per DU.

At full community development, Mission Valley is anticipated to have 39,160 DUs. As each DU is assumed to be 1,000 SF, 39,160,000 SF of residential development is included in the fire-rescue component of the DIF. In addition, Mission Valley is anticipated to have 25,038,000 SF on non-residential development at full community development. Therefore, the total square footage for purposes of the fire-rescue component of the DIF is 64,198,000.

The DIF-basis for fire-rescue projects is \$8,505,000 (FY 2020 dollars). This cost, which includes 5% for administrative costs, divided by 64,198 SF (64,198,000/1,000 SF) results in a DIF for fire-rescue of \$132 per DU and \$132 per 1,000 SF of non-residential development.

DIF Schedule

The FY 2020 DIF for residential development is \$10,692 per dwelling unit. The FY 2020 DIF for non-residential development is \$151 per average daily trip for the mobility component and \$132 per 1,000 square feet for the fire-rescue component.

Per San Diego Municipal Code Section 142.0640, the payment of DIF shall be required prior to issuance of any building permit. Monies collected are placed in the Mission Valley Development Impact Fee Fund to be expended on administrative costs and public facilities that are identified in the Mission Valley IFS.

Mission Valley Impact Fee Analysis

Mobility Facilities

Project No.	Project Title	FY 2020 Estimated Cost	FY 2020 DIF Basis
M-1	Pedestrian Scale Lighting	\$7,010,000	\$7,010,000
M-2	Sidewalks with Landscaped Parkways ¹	\$11,162,000	\$11,051,347
M-3	Lead Pedestrian Intervals	\$513,000	\$513,000
M-4	Pedestrian Countdown Signals	\$2,410,000	\$2,410,000
M-5	Curb Ramps	\$1,229,000	\$1,229,000
M-6	Transit-Only Lanes	\$222,000	\$222,000
M-7	Hotel Circle North/South One-way Couplet and I-8 Interchange ²	\$180,000,000	\$70,000,000
M-8	Rio San Diego Drive from River Run Drive to Fenton Parkway	\$347,000	\$347,000
M-9	Camino Del Rio North from Mission City Parkway to Ward Road	\$8,570,000	\$8,570,000
M-10	San Diego Mission Road from Rancho Mission Road to Fairmount Avenue	\$5,100,000	\$5,100,000
M-11	Camino Del Rio South between the Western Terminus to Mission City Parkway	\$3,310,000	\$3,310,000
M-12	Metropolitan Drive from Mission Valley Road to Frazee Road	\$628,000	\$628,000
M-13	Mission Valley Road from Frazee Road to Metropolitan Drive	\$329,000	\$329,000
M-14	Murray Canyon Road from Frazee Road to Metropolitan Drive/Mission Valley Drive	\$330,000	\$330,000
M-15	Rancho Mission Road/Ward Road from Friars Road to Camino Del Rio North	\$1,740,000	\$1,740,000
M-16	Riverwalk Street "J" from Riverwalk Drive (south of MTS trolley tracks) to Hotel Circle North ³	\$33,910,000	\$17,633,200
M-17	Riverwalk Street "U" from Fashion Valley Road to Riverwalk Street "J" ⁴	\$12,430,000	\$2,237,400
M-18	Avenida Del Rio from Fashion Valley Mall Parking Lot Driveway to Camino De La Reina	\$5,370,000	\$5,370,000

Mobility Facilities

Project No.	Project Title	FY 2020 Estimated Cost	FY 2020 DIF Basis
M-19	Santo Road from Patriot Street to Ambrosia Drive ⁵	\$7,410,000	\$1,074,450
M-20	Fenton Parkway extension to Camino Del Rio North/Mission City Parkway ⁶	\$77,090,000	\$33,148,700
M-21	Signalized Intersections	\$4,000,000	\$4,000,000
M-22	River Run Drive and Rio San Diego Drive	\$2,300,000	\$2,300,000
M-23	Class I Bike Paths	\$12,250,000	\$12,250,000
M-24	Class I Bike Paths/Pedestrian Bridges ⁷	\$25,070,000	\$19,262,000
M-25	Class II Bike Lanes	\$2,440,000	\$2,440,000
M-26	Class IV Cycle Tracks (one-Way)	\$9,350,000	\$9,350,000
M-27	Class IV Cycle Tracks (two-Way)	\$2,070,000	\$2,070,000
M-28	Bike Signal Phasing	\$387,000	\$387,000
M-29	Project Study Reports for Freeway Interchanges	\$8,000,000	\$8,000,000
M-30	Phase 2: SR- 163/Friars Road Interchange Improvement ⁸	\$87,420,000	\$68,187,600
M-31	Phase 3: SR- 163/Friars Road Interchange Improvement ⁹	\$7,950,000	\$6,042,000
	Total¹⁰	\$546,364,350	\$321,868,782
		# Anticipated ADTs	617,853
		\$ Per ADT	\$521
		Adjusted \$ Per ADT	\$151
		\$521 X 6 ADTs	\$3,126
		\$ Per DU	\$3,126

¹MV DIF Basis includes funding for 43% of Mission City Parkway from Camino Del Rio North to I-8 bridge based on traffic analysis.

²MV DIF Basis includes funding for local-serving portion (Phase 1).

³MV DIF Basis includes funding for 52% based on traffic analysis.

⁴MV DIF Basis includes funding for 18% based on traffic analysis.

⁵MV DIF Basis includes funding for 14.5% based on traffic analysis.

⁶MV DIF Basis includes funding for 43% based on traffic analysis.

⁷MV DIF Basis includes local match funding of 20% for bridge over San Diego River from Sefton Field to Friars Road.

⁸MV DIF Basis includes funding for 78% based on traffic analysis.

⁹MV DIF Basis includes funding for 76% based on traffic analysis.

¹⁰Total includes 5% for administrative costs.

Park and Recreation Facilities

Project No.	Project Title	FY 2020 Estimated Cost	FY 2020 DIF Basis
P-1	Sefton Field Neighborhood Park-Park Upgrades	\$3,900,000	\$3,900,000
P-2	Mission Valley Public and Urban Parks	\$60,000,000	\$60,000,000
P-3	Stadium Park-Development ¹	\$27,460,000	\$19,383,529
P-4	Stadium Park Recreation Center-Development ²	\$21,390,000	\$17,112,000
P-5	Stadium Aquatic Complex-Development	\$8,820,000	\$8,820,000
P-6	Civita Central Neighborhood Park-Land Acquisition and Development ³	\$40,900,000	\$19,264,390
P-7	Riverwalk Park-Land Acquisition and Development	\$47,700,000	\$47,700,000
P-8	Post Office Site Neighborhood Park-Land Acquisition and Development	\$22,090,000	\$22,090,000
P-9	Phyllis Place Park-Land Acquisition and Development ⁴	\$3,536,000	\$2,200,000
P-10	Franklin Ridge Pocket Park-Land Acquisition and Development	\$963,000	\$963,000
P-11	Public Utilities Site Special Activity Park-Land Acquisition and Development	\$20,780,000	\$20,780,000
P-12	West Mission Valley Recreation Center-Development	\$14,550,000	\$14,550,000
P-13	Mission Valley Preserve Canyon Open Space Trail-Development	\$2,730,000	\$2,730,000
P-14	San Diego River Pathway-Development	\$13,540,000	\$13,540,000
P-15	Creekside Park-Land Acquisition and Development ³	\$5,547,000	\$5,148,128
P-16	Stadium Neighborhood Park-Development	\$19,080,000	\$19,080,000
	Total⁵	\$328,635,300	\$291,124,100
		# Anticipated DUs	39,160
		\$ Per DU	\$7,434

¹DIF Basis includes Mission Valley's pro-rata share (24 acres) and is based on projected population at full community development; Pro-rata share for Navajo (10 acres) is not included.

² DIF Basis includes Mission Valley's pro-rata share (20,000 SF) and is based on projected population at full community development; Pro-rata share for Navajo (5,000 SF) is not included.

³ DIF Basis includes pending reimbursement to subdivider (Ordinance Number O-20975).

⁴DIF Basis includes Mission Valley's pro-rata share (.83 acre) and is based on projected population at full community development; Pro-rata share for Serra Mesa (.50 acre) is not included
⁵Total includes 5% for administrative costs.

Fire-Rescue Facilities

Project No.	Project Title	FY 2020 Estimated Cost	FY 2020 DIF Basis
F-1	New Fire Station No. 15 ¹	\$13,500,000	\$8,100,000
	Total²	\$14,175,000	\$8,505,000
		# Anticipated SF	64,198,000
		\$ Per 1,000 SF	\$132
		\$ Per DU	\$132

¹ DIF Basis includes Mission Valley's pro-rata share (60%) based on projected population at full community development; Pro-rata shares for Lind Vista (38%) and Old Town (2%) are not included.

²Total includes 5% for administrative costs.

Mission Valley Development Impact Fee Schedule

Fiscal Year 2020 Rates

Residential Development

Component	Unit	FY 2020 Rate
Mobility	Dwelling Unit	\$3,126
Park and Recreation	Dwelling Unit	\$7,434
Library	Dwelling Unit	\$0
Fire-Rescue	Dwelling Unit	\$132
Total DIF Per Dwelling Unit		\$10,692

Non-Residential Development

Component	Unit	FY 2020 Rate
Mobility	Average Daily Trip	\$151
Fire-Rescue	1,000 Square Feet	\$132

Annual Increase to DIF Schedule

Chapter 14, Article 2, Division 6 of the Municipal Code provides that automatic annual increases to the DIF Schedule shall occur every July 1st based on the annual Construction Cost Index for Los Angeles as published in the *Engineering News-Record* for the period ending in March.

Appendix A

Mission Valley Planning Group Priority List

The following list represents the priorities of the Mission Valley Planning Groups with regards to public facilities. For information purposes only, this is the Mission Valley Planning Group's priority list, which is separate by highest priority and lowest priority:

Highest Priority

IFS Project No.	Project Title
M 20	Fenton Parkway extension to Camino Del Rio North/Mission City Parkway ¹
M-29	Project Study Reports for Freeway Interchanges
P-14	San Diego River Pathway-Development
M-16	Riverwalk Street J from Riverwalk Drive (south of MTS Trolley tracks) to Hotel Circle North
M-10	San Diego Mission Road from Rancho Mission Road to Fairmount Avenue
P-4	Stadium Park Recreation Center - Development
P-5	Stadium Aquatic Complex - Development
M-23	Class I Bike Paths with priority at the following locations: <ul style="list-style-type: none"> • Hotel Circle Place from Western Terminus to San Diego River Trail Terminus • San Diego River Trail from I-805 to Del Rio Apartments
M-1	Pedestrian Scale Lighting with priority at the following locations: <ul style="list-style-type: none"> • Mission Center Road (all 8 segments) • Murray Canyon Road from Metropolitan Drive to Frazee (2 segments) • Qualcomm Way from Civita Blvd to Camino Del Rio North (4 segments) • Ward Road from San Diego Mission Road to Camino Del Rio North
M-24	Class I Bike Paths/Pedestrian Bridges with priority at the following locations: <ul style="list-style-type: none"> • Bridge over San Diego River from Sefton Field to Friar Road • Bridge over San Diego River from Hazard Center Trolley Station to South
M-2	Sidewalks with Landscaped Parkways with priority at the following locations: <ul style="list-style-type: none"> • Camino Del Rio North (mission segments on North side between Mission City Pkwy and Ward Rd) • Friars Road from 280' East of Frazee Road to Mission Center Road Eastbound Off-Ramp • Mission City Parkway from 490' South of Camino Del Rio North to Southern terminus • Mission City Parkway from Camino Del Rio North to I-8 Bridge • Pacific Highway from Northern Community Boundary to Southern Community Boundary • Taylor Street and I-8 East (Ramp) • Taylor Street from Hotel Circle South to Western Community Boundary

Lowest Priority

IFS Project No.	Project Title
M-17	Riverwalk Street “U” from Fashion Valley Road to Riverwalk Street “J”
M-22	River Run Drive and Rio San Diego Drive – Construct Roundabout

The following list represents areas where the Mission Valley Planning Group feels further study is warranted:

IFS Project No.	Project Title
M-7	Hotel Circle North/South One-way Couplet and I-8 Interchange

RESOLUTION NUMBER R- 313130

DATE OF FINAL PASSAGE JUL 06 2020

A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN DIEGO APPROVING THE FISCAL YEAR 2020 MISSION VALLEY IMPACT FEE STUDY AND THE DEVELOPMENT IMPACT FEE SCHEDULE FOR PROPERTIES WITHIN MISSION VALLEY, AND AUTHORIZING THE CHIEF FINANCIAL OFFICER TO ESTABLISH AND MODIFY INDIVIDUAL CAPITAL IMPROVEMENT PROGRAM PROJECT BUDGETS TO REFLECT THE STUDY.

WHEREAS, the purpose of Development Impact Fees (DIFs) is to ensure that each new development project pays its proportionate share of the funding needed for public facilities necessary to serve new development; and

WHEREAS, the Council of the City of San Diego has reviewed and considered the methodology set forth in the Fiscal Year 2020 Mission Valley Impact Fee Study on file in the Office of the City Clerk as Document No. RR- 313130 ; NOW, THEREFORE,

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

1. The Fiscal Year 2020 Mission Valley Impact Fee Study (Study) and the Mission Valley Development Impact Fee Schedule are approved.
2. The Chief Financial Officer is authorized to establish and modify individual Capital Improvement Program project budgets to reflect the Study, provided funding is available for such action.
3. Effective sixty days from the date of final passage of this Resolution, all DIFs due under the Study shall be those fees in effect at the time the project's building permits or construction permits are issued, in accordance with San Diego Municipal Code section 142.0640(b).

4. Effective sixty days from the date of final passage of this Resolution, the Study replaces and supersedes the Fiscal Year 2013 Mission Valley Public Facilities Financing Plan.

5. The DIFs due shall automatically increase annually in accordance with San Diego Municipal Code section 142.0640(c).

6. The Study is incorporated by reference into this Resolution as support and justification for satisfaction of findings required pursuant to the Mitigation Fee Act, as set forth in California Government Code section 66001, for imposition of development impact fees.

Specifically, it is determined and found that this documentation:

a. Identifies the purpose of the DIF, which is to ensure that each development project pays its proportionate share of funding needed for the public facilities projects necessary to serve new development;

b. Identifies the use to which the DIF is to be put, which includes but is not limited to, the funding of public facilities projects to serve the community at full community development as identified in the Mission Valley Community Plan and the General Plan. A list of the public facilities projects is shown in the Study;

c. Demonstrates there is a reasonable relationship between the DIFs' use and the type of development project on which the DIF is imposed. The DIF will be used to provide for a proportionate fair share contribution for community infrastructure projects needed to serve both residential and non-residential development based on the increased intensity of the development permitted in accordance with the DIF schedule in effect at the time a building permit is issued. Credit will be given for any existing development;

d. Demonstrates there is a reasonable relationship between the need for the public facility and the type of development project on which the DIF is imposed, which includes the following:

(i) **Mobility Facilities:** Residential and non-residential development utilize the community's transportation system, which requires various roadway improvements, bicycle improvements, pedestrian improvements, and storm water improvements.

(ii) **Park and Recreation Facilities:** Residential development utilizes the community's parks, and improvements are necessary based on the projected population at full community development and General Plan standards.

(iii) **Fire/Rescue Facilities:** Residential and non-residential development will be served by community fire/rescue facilities, and additional and expanded facilities are necessary based on the projected population at full community development, General Plan standards, and established emergency response times.

APPROVED: MARA W. ELLIOTT, City Attorney

By /s/ Adam R. Wander
Adam R. Wander
Deputy City Attorney

ARW:jdf
03/03/20
Or.Dept: Planning
Doc. No.: 2336676

I certify that the foregoing Resolution was passed by the Council of the City of San Diego, at this meeting of 06/30/2020.

ELIZABETH S. MALAND
City Clerk

By /s/ Connie Patterson
Deputy City Clerk

Approved: 7/2/2020
(date)


KEVIN L. FAULCONER, Mayor

Vetoed: _____
(date)

KEVIN L. FAULCONER, Mayor

Passed by the Council of The City of San Diego on JUN 30 2020, by the following vote:

Councilmembers	Yeas	Nays	Not Present	Recused
Barbara Bry	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Jennifer Campbell	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Chris Ward	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Monica Montgomery	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mark Kersey	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Chris Cate	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Scott Sherman	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vivian Moreno	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Georgette Gómez	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Date of final passage JUL 06 2020.

(Please note: When a resolution is approved by the Mayor, the date of final passage is the date the approved resolution was returned to the Office of the City Clerk.)

AUTHENTICATED BY:

KEVIN L. FAULCONER
Mayor of The City of San Diego, California.

(Seal)

ELIZABETH S. MALAND
City Clerk of The City of San Diego, California.

By Connie Peterson, Deputy

Office of the City Clerk, San Diego, California
Resolution Number R- **313130**

Appendix C

Subdivider/Non-DIF Funded Improvements

Project Location	Project Scope
Camino Del Este from 180' south of Camino De La Reina to southern terminus	Sidewalks with landscaped parkways
Camino Del Rio North from 800' east of Mission Center Road to Bus Access Road	
Fashion Valley Road from 620' south of Friars Road to southern terminus	
Frazee Road from Murray Canyon Road to Mission Valley Drive	
Friars Road from Mission Village Drive Ramps to I-15 NB Ramps	
Qualcomm Way from Friars Road On-Ramp to Friars Road Off-Ramp	
San Diego Mission Road from 480' east of Mission Village Drive to Rancho Mission Road	
Civita Multi-Use Bridge	Multi-Use Bridge over Friars Road, west of Qualcomm Way, Connecting Civita to Rio Vista Shopping Center.
Fashion Valley Road from Friars Road to Hotel Circle North	Widen the roadway to the west as redevelopment occurs from a 4-Lane Collector without Two-Way Left-Turn Lane to a 4-Lane Major Arterial. The roadway widening will also be used to accommodate a Class IV Cycle Track (two-way) along the west side of the roadway.
Bachman Place from Hotel Circle South to Southern community boundary	Widen this roadway to improve from a 2-Lane Collector to a 4-Lane Collector with Two-Way Left-Turn Lane. Left-turn pockets may be provided at intersection and driveway locations in lieu of a continuous two-way left-turn lane. The widening will also provide for Class II Bike Lanes.
San Diego Mission Road from Mission Village Drive to Rancho Mission Road	Widen the roadway with redevelopment to improve this segment from a 4-Lane Collector without Two-Way Left-Turn Lane to a 4-Lane with Two-Way Left Turn Lane and Class II Bike Lanes. Left-turn pockets may be provided at intersection and driveway locations in lieu of a continuous two-way left-turn lane.
Frazee Road from Murray Canyon Road to Mission Valley Road/Metropolitan Drive (New/Extended Roadway)	Frazee Road will be extended northwards from Murray Canyon Road to Mission Valley Road/Metropolitan Drive. The extension will be constructed as a 2-Lane Collector w/o Two-Way Left-Turn Lane and will accommodate the planned Class II Bike Lanes.

Project Location	Project Scope
Franklin Ridge Road from Via Alta to Phyllis Place (New/Extended Roadway)	Franklin Ridge Road will be extended north from Via Alta to Phyllis Place. This extension will be constructed as a 4-Lane Major Arterial.
Riverwalk Drive from Fashion Valley Road to just west of Via Las Cumbres (New/Extended Roadway)	Riverwalk Drive will be extended from Fashion Valley Road to just west of Via Las Cumbres. This extension will be constructed as a 2-Lane Collector with Two-Way Left-Turn Lane, following the existing Riverwalk Drive alignment and continuing along the south side of the Trolley line. Left-turn pockets may be provided at intersection and driveway locations in lieu of a continuous two-way left-turn lane. Class II Bike Lanes will be provided along the extension.
Riverwalk Street "J" from Friars Road to Riverwalk Drive (New/Extended Roadway)	A new north-south running roadway would be constructed from Friars Road the Riverwalk Drive extension. The intersection of Riverwalk Street "J" and Friars Road would be about 900 feet east of the existing Friars Road and Via Las Cumbres intersection.
Hazard Center Drive from western terminus to Avenida Del Rio (New/Extended Roadway)	Hazard Center Drive will be extended west from the western terminus to Avenida Del Rio. This extension will be constructed as a 2-Lane Collector with Two-Way Left-Turn Lane.
New Mission City Street "I" from Fenton Parkway east into the Stadium Site (New/Extended Roadway)	Mission City Street "I" will be an east-west running roadway, spanning from Fenton Parkway and connecting to the future development on the stadium site. This roadway will be constructed as a 2-Lane Collector with Two-Way Left-Turn Lane. Left-turn pockets may be provided at intersection and driveway locations in lieu of a continuous two-way left-turn lane. Class II Bike Lanes will be provided along the new roadway.
Via Las Cumbres and Friars Road Mission City Parkway and Camino Del Rio North Franklin Ridge Road and Phyllis Place Franklin Ridge Road and Via Alta Fenton Parkway and Mission City Street "I" Riverwalk Street "J" and Riverwalk Drive Fashion Valley Road and Riverwalk Street "U" Fashion Valley Road and Levi Cushman Street "B" Frazee Road and Murray Canyon Road Riverwalk Street "J" and Friars Road	New Signalized Intersection or Existing Signal Modifications
Camino De La Reina: Westfield Driveway to Camino Del Este	Class II Bike Lane