

## VI. TRANSPORTATION ELEMENT

### A. OBJECTIVES

The purpose of this transportation element is to outline the circulation requirements of the specific plan. The traffic study for the Atlas Specific Plan was prepared by Linscott, Law & Greenspan, consulting engineers. The study evaluated the Mission Valley circulation system with respect to specific plan implementation and community development. This element describes the existing circulation system, the proposed circulation system and its relationship to the Mission Valley Community Plan, and the improvements necessary to implement the proposed circulation system. Alternative available modes of transportation and the integration of these modes with the specific plan are also addressed.

The traffic study conducted by Linscott, Law and Greenspan was based on a computerized travel forecast conducted by the City of San Diego. The assumptions utilized in the travel forecast were approved by the City's Transportation and Traffic Engineering Division prior to conduct of the study and the actual computer programming was done by the City. The traffic study was structured in such a way as to make it possible to evaluate the traffic/circulation effects of development of the specific plan area under a cumulative development scenario which assumed buildout of the Mission Valley area in accordance with the community plan plus implementation of the Levi-Cushman and Atlas Specific Plans.

### B. EXISTING CONDITIONS

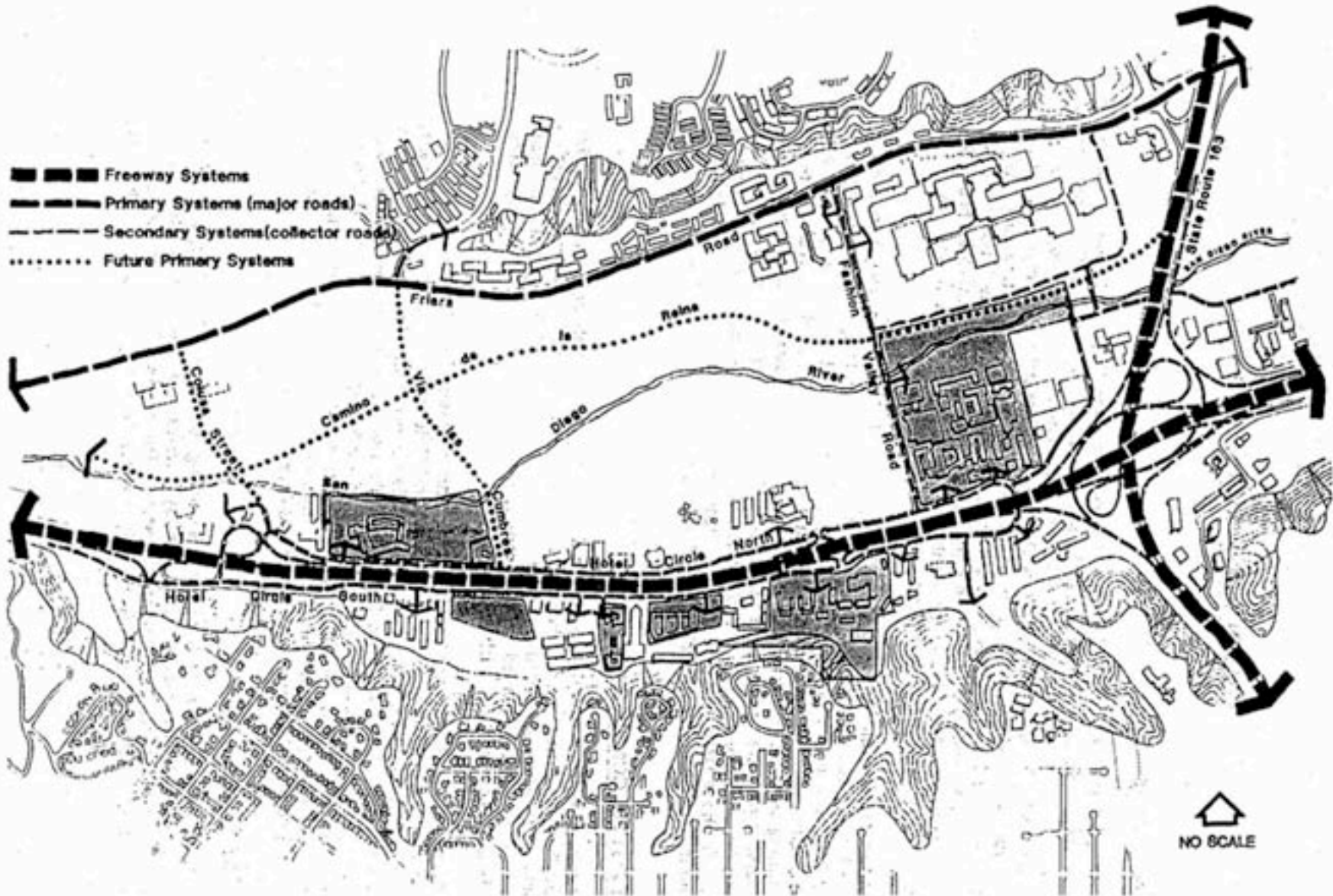
Located in Mission Valley in the central San Diego metropolitan area, the Atlas Specific Plan area lies within the heart of the San Diego regional transportation network. The area is served by a comprehensive network of regional and local highways and streets, planned public transit, and bicycle and pedestrian systems. The existing street system is illustrated in Figure 65.

The Atlas Specific Plan is bordered by the future extension of Camino de la Reina to the north, State Route 163 to the east, and Colusa/Taylor Street to the west. Regional access to this portion of Mission Valley is provided via the Mission Valley (Interstate 8) and Cabrillo (State Route 163) Freeways. Indirect regional freeway access is provided via three major travel corridors; San Diego (Interstate 5), Jacob-Dekema (Interstate 805) and Escondido (Interstate 15) Freeways. Arterial streets and other surface streets servicing the study area include Hotel Circle North and South, Friars Road, Fashion Valley Road and Camino de la Reina.

#### Freeway System

I-8 is the major east-west facility connecting downtown San Diego with the residential areas to the east. This freeway carries downtown commuter traffic during the peak hours, and regional traffic with origins and/or destinations in Mission Valley. Traffic volumes remain relatively heavy throughout the day,

- ▬▬▬ Freeway Systems
- ▬▬▬ Primary Systems (major roads)
- ▬▬▬ Secondary Systems (collector roads)
- ..... Future Primary Systems



Existing Vehicular Circulation  
Atlas Specific Plan



particularly during commuter peak hours. Figure 66 summarizes existing freeway volumes in the vicinity of the specific plan area. Freeway volume information was obtained from CalTrans by Linscott, Law and Greenspan.

The basic freeway access system to I-8 within the study area, consists of the Hotel Circle North and Hotel Circle South frontage roads on either side of the freeway with two, low capacity, button-hook type ramps providing east and westbound access to the mainline freeway. These button-hook ramps are located in the vicinity of the Mission Valley Inn and the existing Stardust Hotel and are too short to allow adequate stacking room during peak traffic periods. The eastbound I-8 button-hook ramp near the Mission Valley Inn immediately turns into the connector ramps for eastbound I-8 to northbound and southbound SR-163. Thus, traffic on this button-hook ramp during the heavy eastbound PM peak hour is forced into heavy traffic. This heavy traffic and lack of weaving room make the merge onto the freeway very difficult from the button-hook ramps.

In the immediate vicinity of the Presidio overcrossing, I-8 interchanges with Hotel Circle North, South and Taylor Street presently exist. The Hotel Circle ramps are very congested due to the existing high volumes and lack of stacking room created by the button-hook type design.

Caltrans is currently preparing a Project Report on the feasibility of increased freeway access/egress along I-8 between SR-163 and I-5. This feasibility study will address the present weaving problem on I-8 at the eastbound Taylor Street off-ramp, the possible modifications to existing ramps for increased carrying capacity and the potential for new freeway interchanges.

### Street System

Hotel Circle North and South form a loop frontage road system parallel to I-8 which provides access to the freeway system and to all adjacent businesses. The typical cross-section for Hotel Circle North consists of three lanes, one in each direction, with, in most cases, a two-way or exclusive left-turn lane. Parking is generally allowed on the developed side of the street throughout the segment. According to the community plan, such on-street parking will no longer be permitted as the community plan area is built-out. The typical street cross-section for Hotel Circle South consists of two lanes with parking along the south side of the street.

Figure 67 summarizes the street traffic volumes in the vicinity of the specific plan area. Street volume information shown on Figure 67 represents data obtained from the City of San Diego and data gathered by Linscott, Law and Greenspan during actual counts in 1986. Based on existing traffic volumes, the majority of the streets in the study area are presently carrying volumes in excess of their respective maximum desirable Average Daily Traffic (ADT).

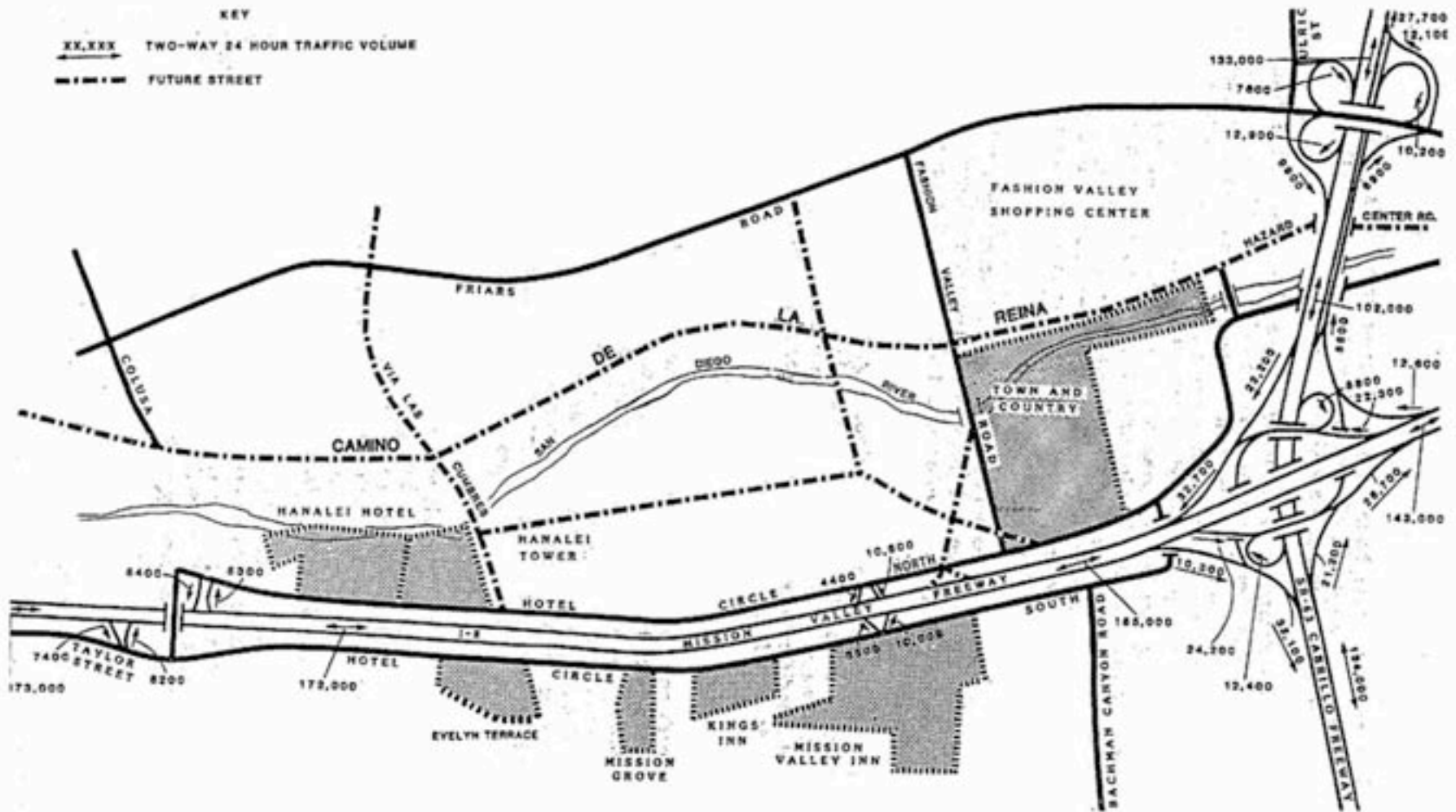
Friars Road is a major 4-lane facility which generally lies parallel to I-8. Friars Road has few intersections and limited driveway access, and traffic flow is smooth most of the time. In that respect, Friars Road could carry a portion of the east-west commuter traffic when I-8 congestion occurs. Parking is allowed along the north side of Friars Road in the vicinity of the specific plan area.



KEY

XX,XXX TWO-WAY 24 HOUR TRAFFIC VOLUME

--- FUTURE STREET



SOURCE: CALTRANS PUBLICATIONS, TRAFFIC VOLUMES ON CALIFORNIA STATE HIGHWAYS IN DISTRICT 11, 1971-1985

SCHEMATIC NOT TO SCALE

# Atlas Hotels Existing (1985) Freeway Volumes

Atlas Specific Plan

**66**  
FIGURE



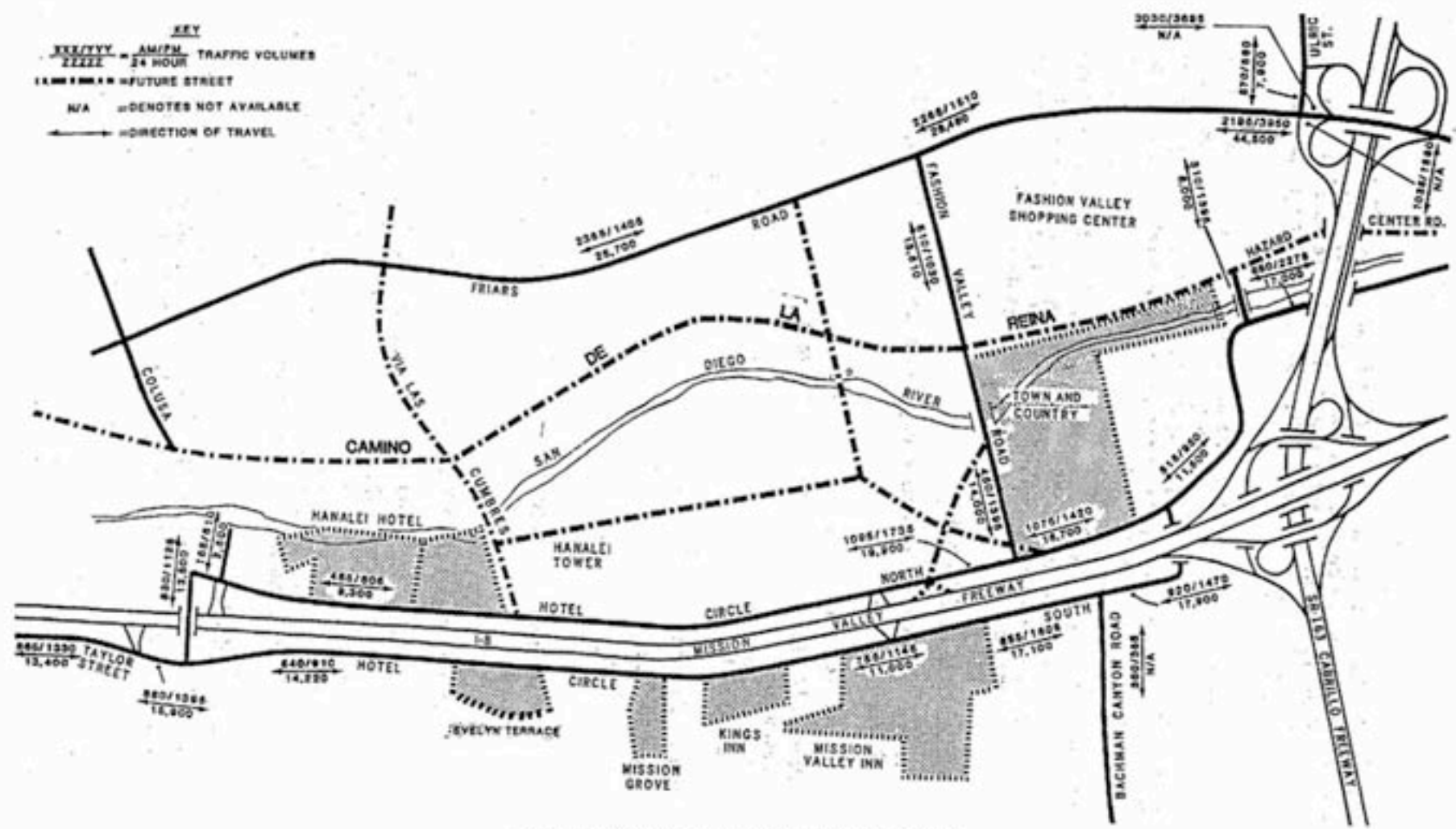
**KEY**

XXX/YYY — AM/PM TRAFFIC VOLUMES  
 ZZZZZ — 24 HOUR

----- FUTURE STREET

N/A — DENOTES NOT AVAILABLE

→ — DIRECTION OF TRAVEL



SOURCE: CITY OF SAN DIEGO AND LINSOTT, LAW AND GREENSPAN

 SCHEMATIC NOT TO SCALE

**Atlas Hotels**  
**Existing (1985) Street Volumes**  
 Atlas Specific Plan

**67**  
 FIGURE



Fashion Valley Road links Hotel Circle North with Friars Road. This four-lane collector road forms the western boundary of the Fashion Valley Shopping Center and the Town and Country Hotel. Traffic signal controls are located at both intersections with Hotel Circle North and Friars Road. Parking is prohibited throughout the length of the segment.

Camino de la Reina provides a link between the Mission Valley and Fashion Valley Shopping Centers under SR-163. East of SR-163 Camino de la Reina functions as a frontage road to westbound I-8. West of SR-163, Camino de la Reina presently provides a connection to the Hotel Circle street system. Generally, a three-lane street section prevails throughout its length.

As discussed in the land use element of this specific plan, five of the sites within the specific plan area are currently developed. Existing development on these properties generates an estimated 18,120 daily trips with 1,320 trips occurring during the AM peak-hour and 1,810 trips during the PM peak-hour.

#### Intersection Peak-Hours Service Levels

Existing AM and PM peak-hour intersection conditions were evaluated at 11 key intersections. They are as follows:

- o Hotel Circle North at
  - Presidio/Taylor Street/Westbound I-8 ramps
  - Westbound I-8 ramp
  - Fashion Valley Road
  - Camino de la Reina
- o Hotel Circle South at
  - Bachman Canyon Road
  - Eastbound I-8 ramps
  - Presidio Overcrossing
  - Taylor Street, I-8 ramps
- o Camino de la Reina at Avenida del Rio
- o Friars Road at
  - Fashion Valley Road
  - Ulric Street/southbound SR-163 ramps

The traffic count information used in this analysis was collected by Linscott, Law & Greenspan, Inc. during February 1986. During the AM peak-hour all of the intersections operate at Level of Service (LOS) B or better. LOS D is the lowest acceptable service level for urban intersections. During the PM peak-hour, one intersection operates at an unacceptable level or LOS E. The location is Hotel Circle North/Camino de la Reina/Hotel Circle South.

#### Future Planned Improvements

Recognizing that many major streets in Mission Valley are not built to major street standards and now experience congestion (especially during peak hours), the Mission

Valley Community Plan has designated certain improvements to accommodate existing and future traffic. Hotel Circle North is designated to be widened to a four-lane collector street, narrowing to three lanes near Via Las Cumbres, and is proposed to cul-de-sac just east of Via Las Cumbres. Hotel Circle South and the undercrossing to Hotel Circle North are designated to be improved to four-lane collectors between Camino de la Reina and the eastbound I-8 ramps. Between Camino de la Reina and Colusa Street, Hotel Circle South is designated to be three lanes, and widened to four lanes at intersections.

According to the community plan, Friars Road, in the vicinity of the specific plan area, is planned to be striped as a six-lane major street. Fashion Valley Road, which links Hotel Circle North with Friars Road, will have an additional two-way left-turn lane and will widen to a four-lane major street. Camino de la Reina will ultimately be constructed as a four-lane major street and will be realigned parallel to Friars Road, between Hotel Circle North and Via Las Cumbres. According to the Mission Valley Community Plan, Via Las Cumbres will be a four-lane major between Friars Road and Hotel Circle North.

The Linscott, Law and Greenspan study also evaluated the effectiveness of various regional improvements. These include construction of a new interchange with I-8 at Via Las Cumbres. The results of this analysis are summarized later in this section under the proposed circulation system discussion.

A major development project located within the area of influence of the Atlas Specific Plan is the Chevron Land-Levi/Cushman project consisting of mixed use residential/commercial land uses. The approved development is expected to generate traffic volumes consistent with the Mission Valley Community Plan. Based on this information, the travel forecasts for Mission Valley depicting the community plan traffic volumes also reflect the Levi-Cushman proposal. Circulation networks analyzed in the traffic study assume ultimate development of the circulation network as shown in the Mission Valley Community Plan which has been approved by the San Diego City Council. Other potential development projects located within the area of influence of the Atlas Specific Plan include the Linda Vista Plan Amendment and the Warner Ranch project. The traffic study did not include the Linda Vista Plan Amendment as it was not a known project at the time the Atlas travel forecasts were prepared. The potential impacts of this project to the Atlas Specific Plan would not be expected to substantially alter the travel forecasts since the travel forecasts are rounded per City guidelines. Similarly, the potential impacts of the Warner Ranch Project would not be expected to substantially alter the travel forecasts due to the rounding of the forecasts.

### C. RELATIONSHIP TO MISSION VALLEY COMMUNITY PLAN

The purpose of this portion of the Transportation Element is to briefly compare traffic generated by the Atlas Specific Plan with that anticipated for the specific plan area by the Mission Valley Community Plan.

The Linscott, Law and Greenspan traffic study evaluated the effects of development within the specific plan area on 26 roadway segments under the cumulative development scenario which assumed buildout of the Mission Valley area in accordance with the community plan plus the Levi-Cushman and Atlas Specific Plans. The future traffic volume forecasts and the volume to capacity ratios



identified in Tables 10 and 11 and shown in Figure 68 include the previously proposed 450,000 s.f. of large office on the Evelyn Terrace site, 200 more hotel rooms and 10,000 s.f. of office at the Town and Country site, 50 more hotel rooms at the Hanalei Hotel site, 150 more hotel rooms at the Mission Valley Inn site, and 94,200 s.f. of office and 5 residential units at the Atlas Hill site. The impacts identified in the analysis are therefore overstated as there are 12,920 additional trips per day added to the street system analysis than currently proposed in the Atlas Specific Plan.

The results of the roadway segment analysis are summarized in Table 10. The volume to capacity (V/C) ratios shown in Table 10 are based on a level of service (LOS) C for the roadways analyzed. A V/C ratio of 1.00 would therefore mean that the particular roadway is operating at capacity at LOS C. A V/C ratio of greater than 1.00 indicates that the roadway segment is operating at less than LOS C. As a practical matter, the City has also considered LOS D, one service level lower, to be acceptable for roadways or frontage roads adjacent to freeways. The average daily traffic (ADT) for LOS D is approximately thirty percent greater than that at LOS C (1.30). As shown in Table 10, under the Mission Valley Community Plan scenario six roadway segments would have V/C ratios which exceed the maximum ADT for LOS C or LOS D for roadways adjacent to freeways. These segments are:

- Friars Road west of SR-163
- Hotel Circle North west of Fashion Valley Road
- Hotel Circle South west of the Presidio overcrossing
- Hotel Circle South west of the Mission Valley Inn
- Hotel Circle South south of Hotel Circle North
- Colusa Street south of Friars Road

The section of Table 10 which shows future traffic volumes based on Mission Valley Community Plan plus Atlas volumes (at 32% over that allowed by the Mission Valley Community Plan) indicates that four additional roadway segments would have V/C ratios which exceed the maximum ADT. These segments are:

- Friars Road east of Fashion Valley Road
- Friars Road west of SR-163
- Hotel Circle South west of Via Las Cumbres
- Hotel Circle North west of Via Las Cumbres

Since this information was compiled, the Atlas traffic volumes have been reduced to bring the Atlas Specific Plan into conformity with the Mission Valley Community Plan.

Figure 68 illustrates rounded horizon year traffic volumes based on the Mission Valley Community Plan plus Atlas Specific Plan volumes prior to reductions in the Atlas traffic volumes to bring the Atlas Specific Plan into conformity with the Mission Valley Community Plan.

#### Traffic Generation

Another issue of concern regarding the relationship of the Atlas Specific Plan to the Mission Valley Community Plan involves the number of trips expected to be generated by development within the specific plan area. As discussed in the Land Use Element and shown in Table 2, the Atlas Specific Plan would generate approximately 30,870 daily trips utilizing the City standard trip generation rates. Utilizing the development intensity district (DID) methodology outlined in the



**TABLE 10**  
**FUTURE TRAFFIC VOLUME PROJECTION COMPARISON**  
**ATLAS HOTELS MASTER PLAN**  
 Mission Valley, San Diego

LOCATION	ROADWAY CLASSIFICATION	MAXIMUM ADT (1000's)	A* VOLUME (1000's)	V/C RATIO	B* VOLUME (1000's)	V/C RATIO
<b>FRIARS ROAD:</b>						
W/O Colusa Street	4-lane major	25	22	0.88	18	0.72
E/O Colusa Street	6-lane major	40	28	0.70	28	0.70
E/O Via Las Cumbres	6-lane major	40	35	0.88	22	0.55
E/O Fashion Valley Rd.	6-lane major	40	35	0.88	45	1.13
W/O State Hwy 163	6-lane primary	50	60	1.20	65	1.30
<b>CAMINO DE LA REINA:</b>						
W/O Colusa Street	4-lane major	25	14	0.56	12	0.48
E/O Colusa Street	4-lane major	25	25	1.00	20	0.80
E/O Via Las Cumbres	4-lane major	25	25	1.00	22	0.88
E/O Fashion Valley Rd.	4-lane major	25	25	1.00	20	0.80
<b>HOTEL CIRCLE NORTH:</b>						
E/O Colusa Street	4-lane collector	10	12	1.20	8	0.80
W/O Via Las Cumbres	4-lane collector	10	12	1.20	14	1.40
E/O Via Las Cumbres	3-lane collector	10	8	0.80	5	0.50
W/O Fashion Valley Rd.	4-lane collector	10	16	1.60	5	0.50
E/O Fashion Valley Rd	4-lane collector	10	12	1.20	12	1.20
S/O Camino de la Reina	4-lane major	25	18	0.72	18	0.72
<b>HOTEL CIRCLE SOUTH:</b>						
W/O Taylor Street	3-lane collector	10	10	1.00	8	0.80
W/O Presidio O/C	4-lane collector	10	16	1.60	7	0.70
E/O Colusa Street	4-lane collector	10	10	1.00	5	0.50
W/O Via Las Cumbres	3-lane collector	10	12	1.20	16	1.60
W/O Mission Valley Inn	4-lane collector	10	18	1.80	12	1.20
S/O Hotel Circle North	4-lane collector	10	20	2.00	20	2.00
<b>COLUSA STREET:</b>						
S/O Friars Road	4-lane collector	10	12	1.20	10	1.00
<b>VIA LAS CUMBRES:</b>						
N/O Camino de la Reina	4-lane major	25	14	0.56	12	0.48
S/O Camino de la Reina	4-lane major	25	24	0.96	28	1.12
<b>FASHION VALLEY ROAD:</b>						
N/O Camino de la Reina	4-lane major	25	18	0.72	20	0.80
S/O Camino de la Reina	4-lane major	25	18	0.72	28	1.12
<b>STATE HIGHWAY 163:</b>						
N/O Friars Road			180		160	
S/O Friars Road			180		180	
S/O Interstate 8			180		180	
<b>INTERSTATE 8:</b>						
W/O Colusa Street			160		180	
W/O Via Las Cumbres			160		180	
E/O Via Las Cumbres			160		180	
E/O Fashion Valley Rd.			160		200	
E/O State Hwy 163			180		220	

\*A = Community Plan Volumes (1984 Travel Forecast), and buildout of Levi-Cushman.

B = Community Plan plus Atlas Volumes (1986 Travel Forecast). Includes existing community plan volumes plus build-out of Atlas and Levi-Cushman Specific Plans; also includes certain additional road network changes proposed by Levi-Cushman Specific Plan including improvements to Fashion Valley Road interchange. Since this information was compiled, the Atlas traffic volumes have been reduced to bring the Atlas Specific Plan into conformity with the Mission Valley Community Plan.

**TABLE 11**  
**FUTURE DAILY TRAFFIC VOLUME PROJECTION COMPARISON**  
**WITH IMPROVEMENTS**  
**ATLAS HOTELS MASTER PLAN**  
Mission Valley, San Diego

LOCATION	ROADWAY CLASSIFICATION	MAXIMUM ADT (1000's)	A* VOLUME (1000's)	V/C RATIO	B* VOLUME (1000's)	V/C RATIO
<b>FRIARS ROAD:</b>						
W/O Colusa Street	4-lane major	25	22	0.88	18	0.72
E/O Colusa Street	6-lane major	40	28	0.70	28	0.70
E/O Via Las Cumbres	6-lane major	40	35	0.88	22	0.55
E/O Fashion Valley Rd.	6-lane major	40	35	0.88	45	1.13
W/O State Hwy 163	6-lane primary	50	60	1.20	65	1.30
<b>CAMINO DE LA REINA:</b>						
W/O Colusa Street	4-lane major	25	14	0.56	12	0.48
E/O Colusa Street	4-lane major	25	25	1.00	20	0.80
E/O Via Las Cumbres	4-lane major	25	25	1.00	22	0.88
E/O Fashion Valley Rd.	4-lane major	25	25	1.00	20	0.80
<b>HOTEL CIRCLE NORTH:</b>						
E/O Colusa Street	4-lane collector	10	12	1.20	8	0.80
W/O Via Las Cumbres	4-lane collector	10	12	1.20	14	1.40
E/O Via Las Cumbres	3-lane collector	10	8	0.80	5	0.50
W/O Fashion Valley Rd.	4-lane major (mod)	10	16	1.60	5	0.50
E/O Fashion Valley Rd	4-lane collector	10	12	1.20	12	1.20
S/O Camino de la Reina	4-lane major	25	18	0.72	18	0.72
<b>HOTEL CIRCLE SOUTH:</b>						
W/O Taylor Street	3-lane collector	10	10	1.00	10	1.00
W/O Presidio O/C	4-lane collector	10	16	1.60	7	0.70
E/O Colusa Street	4-lane collector	10	10	1.00	5	0.50
W/O Via Las Cumbres	3-lane collector	10	12	0.60	16	1.60
W/O Mission Valley Inn	4-lane collector	10	18	1.80	12	1.20
S/O Hotel Circle North	4-lane collector	10	20	1.00	20	1.00
<b>COLUSA STREET:</b>						
S/O Friars Road	4-lane collector	10	12	1.20	10	1.00
<b>VIA LAS CUMBRES:</b>						
N/O Camino de la Reina	4-lane major	25	14	0.56	12	0.48
S/O Camino de la Reina	4-lane major	25	24	0.96	28	1.12
<b>FASHION VALLEY ROAD</b>						
N/O Camino de la Reina	4-lane major	25	18	0.72	20	0.80
S/O Camino de la Reina	4-lane major	25	18	0.72	28	1.12
<b>STATE HIGHWAY 163:</b>						
N/O Friars Road			180		160	
S/O Friars Road			180		180	
S/O Interstate 8			180		180	
<b>INTERSTATE 8:</b>						
W/O Colusa Street			160		180	
W/O Via Las Cumbres			160		180	
E/O Via Las Cumbres			160		180	
E/O Fashion Valley Rd.			160		200	
E/O State Hwy 163			200		220	

A\* Includes existing Community Plan volumes and Levi-Cushman buildout. Improvements include Community Plan road network, Community Plan buildout and three additional improvements.

- a. Construct Hotel Circle North to a modified 4-lane major street section between Fashion Valley Road and the existing westbound I-8 ramps.
- b. Construct Hotel Circle South to a modified 4-lane major street section west of Presidio overcrossing, and between the Mission Valley Inn and Hotel Circle North.
- c. Widen Colusa Street south of Friars Road to 4-lane major collector standards.

B\* Includes existing Community Plan volumes, Levi-Cushman buildout, and Atlas proposed buildout. Since this information was compiled, the Atlas traffic volumes have been reduced to bring the Atlas Specific Plan into conformity with the Mission Valley Community Plan. Improvements include Community Plan Road network, Community Plan buildout and the following Atlas Specific Plan proposals:

- a. Construct Hotel Circle North to a modified 4-lane major street section between Fashion Valley Road and the existing westbound I-8 ramps.
- b. Construct Hotel Circle South to a modified 4-lane major street section west of Presidio overcrossing.
- c. Specific street improvements associated with the Community Plan identified in Table 13 (numbers 4, 5, 8A, 8B, 9, 10A, 10B, 11, 13, 14). Also, the appropriate street improvements identified in Table 14, which were based on cumulative development and interim street capacity.
- d. Incorporate the potential need for localized intersection improvements into the site planning process.





Mission Valley Community Plan, approximately 29,965 trips would be allocated to the specific plan area. The Atlas Specific Plan therefore differs from the Mission Valley Community Plan in terms of trip generation. The increase in daily trips is 3% percent greater than that anticipated under the Mission Valley Community Plan. However, based on a 2% adjustment in trip generation for the LRT facilities and a 1% adjustment in trip generation for the intra-valley shuttle, the Atlas Specific Plan traffic generation is approximately the same as that anticipated in the Mission Valley Community Plan. The 2% ADT adjustment for the LRT will only be applied after construction of the LRT facilities begins into Mission Valley, as allowed in previously approved projects.

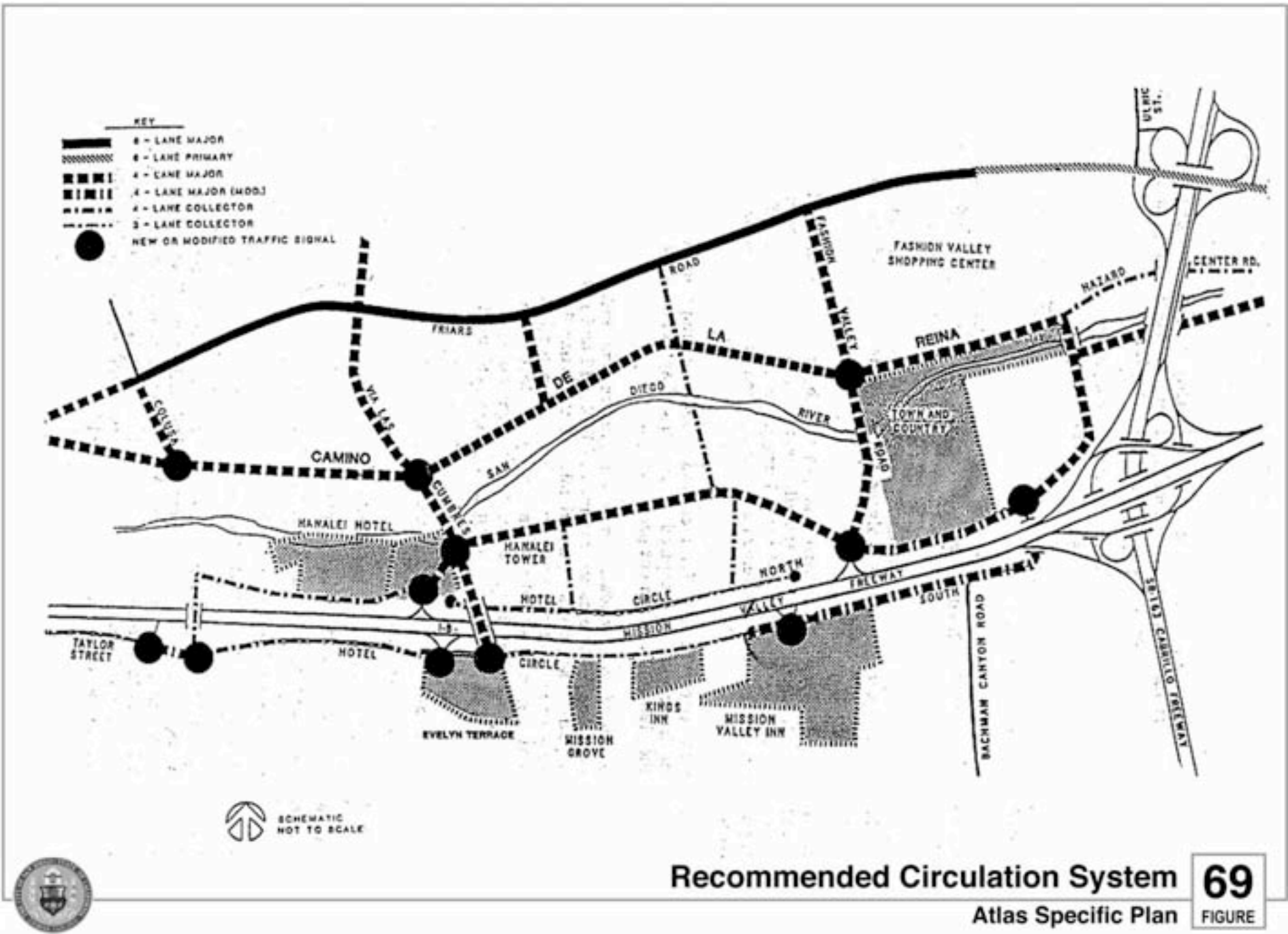
A variety of use factors may also combine to reduce traffic generation within the study area. For the Atlas Specific Plan, these factors include use of the proposed Mission Valley LRT and an intra-valley shuttle system serving the Atlas Specific Plan sites. MTDB is currently in the process of deciding on a preferred alignment for the LRT in the Mission Valley area. As discussed in the transportation element, two LRT stations are proposed in the vicinity of the specific plan area, one within the Levi-Cushman Specific Plan area and another adjacent to the Town and Country site. Access to the Town and Country station will be provided by the pedestrian bridge incorporated into the design of the Town and Country site.

Atlas Hotels, Inc. currently offers a variety of shuttle services to its hotel guests. Atlas Hotels currently contracts with a private airport shuttle service to provide airport transportation for hotel guests. That existing service transports from 2,000-6,000 passengers monthly from the Town and Country, Hanalei Hotel, Mission Valley Inn and Kings Inn sites to and from the airport. In addition to the Atlas service, three other firms also offer jitney service from Mission Valley to the airport. Atlas Hotels, Inc. also contracts with several private tourist consultant firms (Cal Leisure Consultants, Enjoy Cal Enterprises) to provide transportation to local tourist attractions (such as Sea World, San Diego Zoo, etc.) for hotel guests. Ridership for this transit service fluctuates seasonally.

Atlas Hotels, Inc. will fund and operate an intra-valley shuttle to transport hotel guests, office employees and members of the general public between the Atlas Specific Plan sites, and the San Diego Lindbergh Field on a frequent schedule basis.

#### D. PROPOSED CIRCULATION SYSTEM

The specific plan proposes a balanced transportation network accommodating automobile, mass transit, bicycle and pedestrian circulation systems. With improvements delineated under the cumulative development scenario included in the specific plan, levels of service as anticipated in the community plan will be maintained on roadways in the vicinity of the specific plan area. Figure 69 illustrates the recommended street system for the Hotel Circle area based upon buildout of the area under the Mission Valley Community Plan, plus the Atlas Specific Plan. This system incorporates the recommended roadway reclassifications and provides an increase in the freeway access/egress over existing conditions. Some of these projects will be funded by development impact fees (DIF). Others will be the responsibility of subdividers or developers. Phasing plan conditions or thresholds may require Atlas to advance costs of construction for projects or portions of projects which are not the responsibility of Atlas. If so,



Atlas may request the formation of one or more City Council authorized reimbursement districts for purposes of recovering its off-site costs. In general, the recommended circulation system consists of the following items:

- Construct Hotel Circle North to a modified 4-lane major street section between Fashion Valley Road and the existing westbound I-8 ramps.
- Construct Hotel Circle South to a modified 4-lane major street section west of the Presidio overcrossing.
- Construct specific street improvements associated with the Mission Valley Community Plan as identified in Table 12 (project numbers 4, 5, 8A, 8B, 9, 10A, 10B, 11, 13, 14).
- Construct street improvements identified in Table 13 which are based on the cumulative development scenario analyzed in the traffic study and interim street capacity.
- Participate in an active ridesharing program with respect to the office development component of the specific plan. Provide the continued operation of the hotel/airport and other intra-valley shuttle systems. Such programs would need to be implemented at the planned development permit stage.
- Incorporate the potential need for localized intersection improvements into the site planning process. Required intersection improvements would be defined at the planned development permit stage.

With implementation of the roadway improvements recommended under the cumulative development scenario as summarized in Tables 12 and 13 and shown in Figure 69, fourteen street segments in the vicinity of the Atlas Properties would exhibit an improvement in level of service over that anticipated in the community plan and five street segments would maintain the same level of service as that anticipated in the community plan. Seven street segments would experience a decreased level of service from that anticipated in the community plan. These segments are:

- Friars Road east of Fashion Valley Road.
- Friars Road west of SR-163
- Hotel Circle North west of Via Las Cumbres
- Hotel Circle South west of Via Las Cumbres
- Fashion Valley Road south of Camino de la Reina
- Fashion Valley Road south of Friars Road
- Via Las Cumbres south of Camino de la Reina

Since this information was compiled, the Atlas traffic volumes have been reduced to bring the Atlas Specific Plan into conformity with the Mission Valley Community Plan. As the actual development of the specific plan would result in 12,920 fewer ADT (29% less) than the amount of traffic analyzed in the traffic forecast, none of the previously identified segments would exceed the traffic volumes anticipated in the Mission Valley Community Plan.



Table 12  
 Transportation Improvements Associated with  
 Development of Western Mission Valley  
 Per the Mission Valley  
 Community Plan  
 Mission Valley, San Diego

GROUP <sup>1</sup>	SECTOR <sup>1</sup>	PROJECT <sup>1</sup>	IMPROVEMENT
A	--	4	Restripe Hotel Circle South, to provide three travel lanes. Prohibit parking from eastbound ramps at Mission Valley Inn to Camino de la Reina. Install Class II bike lanes.
A	--	5	Provide increased intersection capacity and signalization at both the eastbound and westbound Hotel Circle Freeway ramps.
C	3	8A	Remove Parking and restripe Hotel Circle South for three lanes between the I-8/Presidio overcrossing and the eastbound ramps at the Mission Valley Inn.
C	3	8B	Widen Hotel Circle South between eastbound ramps at Mission Valley Inn and Camino de la Reina to four lanes. Install Class II bike lanes.
C	3	9	Widen Hotel Circle South between the Presidio ramps and the I-8 Presidio overcrossing. Install Class II bike lanes.
D	4	10A	Widen Hotel Circle North to four lanes between I-8 ramps and Camino de la Reina.
D	4	10B	Construct Camino de la Reina to four lanes between Fashion Valley Road and SR-163. Install Class II bike lanes.
D	4	11	Widen existing "Camino de la Reina" to four lanes between Hotel Circle north and Avenida del Rio. Install Class II bike lanes.
E	3	12	Construct Via Las Cumbres Interchange with I-8.
F	3-4	13	Construct or widen Via Las Cumbres between Friars Road and Hotel Circle North. Install Class II bike lanes.
G	4	14	Install dual eastbound left-turn lanes on Friars Road to northbound SR-163. Widen north leg to accept the dual turns.
G	4	15	Construct Hazard Center Road between Fashion Valley and Mission Center Road. Install Class II bike lanes.
F	3-4	16	Construct new southbound SR-163 off-ramp to Friars Road.
G	4	17	Modify westbound approach on Friars Road to provide 3 westbound lanes through intersection at SR-163 northbound ramps.
G	4	18	Reconstruct northbound SR-163 on-ramps to Friars Road.

<sup>1</sup> Table A-2, Page A-4/5; Adopted Mission Valley Community Plan, June, 1985.

Table 13

Circulation System Improvement Phasing Plan  
Based on Cumulative Development and  
Reasonable Interim Levels of Service

DEVELOPMENT THRESHOLD SECTION	CUMULATIVE EDU THRESHOLD	PROJECT	IMPROVEMENT <sup>1</sup>	NOTES <sup>2</sup>	ASSOCIATED ATLAS ONLY PHASE (EDU)	FINANCING METHOD <sup>2</sup>
1-4	0	D	New Fashion Valley Inter-change	Assure funding for Project "D" to the satisfaction of the City Engineer prior to approval of any final maps within these sectors.	Phase 1 (48)	S
1-4	0	4	Restripe Hotel Circle South to three lanes by prohibiting parking from eastbound Hotel Circle freeway ramps to Camino de la Reina...	This improvement would be assured prior to approval of the first Final Map for developers within these sectors.	Phase 1 (48)	S
1-4	0	5	Increase capacity and Signalize the east and westbound Hotel Circle freeway ramps. (Note: Improvements 4 and 10A also increase the capacity of these freeway access ramps).	This improvement would be assured prior to approval of the first Final Map for developers within these sectors.	Phase 1 (48)	S
1,3,4	0	8A	Restripe Hotel Circle South to three lanes by prohibiting parking from the I-8/Presidio overcrossing to the eastbound Hotel Circle ramps.	Cumulative development within these sectors would trigger this improvement. The improvement would be assured prior to approval of the first Final Map for any project that reaches the EDU threshold within these sectors.	Phase 1 (48)	S

LEGEND: S - Subdivider

DIF - Development Impact Fee

NOTE: Subdivision improvements are required by the City to be bonded for, or otherwise assured to the satisfaction of the City, prior to the recording of a final map.

1. Circulation Implementation Phasing Sectors per the Mission Valley Community Plan.
2. All projects/developments within the sectors identified would be conditioned to contribute their fair share of the triggered improvement at the time of approval or when the improvement is constructed. Atlas is not required, by itself, to fund all of these improvements. Phasing plan conditions or thresholds may, however, require Atlas to advance costs of construction for some of these projects. Atlas may request the formation of one or more City Council authorized reimbursement districts for purposes of recovering these costs.
3. Construction of all improvements are to be assured to the satisfaction of City Engineer when the EDU thresholds are met.

Table 13

Circulation System Improvement Phasing Plan  
Based on Cumulative Development and  
Reasonable Interim Levels of Service

DEVELOPMENT THRESHOLD SECTION	CUMULATIVE EDU THRESHOLD	PROJECT	IMPROVEMENT <sup>1</sup>	NOTES <sup>2</sup>	ASSOCIATED ATLAS ONLY PHASE (EDU)	FINANCING METHOD <sup>2</sup>
1,3,4	0	8B	Widen Hotel Circle South to four travel lanes with Class II bike lanes between eastbound Hotel Circle ramps and existing Camino de la Reina.	Cumulative development within these sectors would trigger this improvement. The improvement would be assured prior to approval of the first Final Map for any project that reaches the EDU threshold within these sectors.	Phase 1 (48)	S
1-4	0	10A	Widen Hotel Circle North to 4 travel lanes between the westbound I-8 Hotel Circle ramps to existing Camino de la Reina. Provide left-turn channelization between Camino de la Reina and Fashion Valley Road. Reconstruct Hotel Circle North/South/ Existing Camino de la Reina intersection to improve geometrics and provide a signalized access to the Town & Country Hotel Development.	This improvement would be assured prior to first Final Map for developers within these sectors. This project could be constructed in lieu of project "D" with respect to the section west of Fashion Valley Road.	Phase 1 (48)	S

LEGEND: S - Subdivider

DIF - Development Impact Fee

NOTE: Subdivision improvements are required by the City to be bonded for, or otherwise assured to the satisfaction of the City, prior to the recording of a final map.

1. Circulation Implementation Phasing Sectors per the Mission Valley Community Plan.
2. All projects/developments within the sectors identified would be conditioned to contribute their fair share of the triggered improvement at the time of approval or when the improvement is constructed. Atlas is not required, by itself, to fund all of these improvements. Phasing plan conditions or thresholds may, however, require Atlas to advance costs of construction for some of these projects. Atlas may request the formation of one or more City Council authorized reimbursement districts for purposes of recovering these costs.
3. Construction of all improvements are to be assured to the satisfaction of City Engineer when the EDU thresholds are met.



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Circulation System Improvement Phasing Plan  
Based on Cumulative Development and  
Reasonable Interim Levels of Service

DEVELOPMENT THRESHOLD SECTION	CUMULATIVE EDU THRESHOLD	PROJECT	IMPROVEMENT <sup>1</sup>	NOTES <sup>2</sup>	ASSOCIATED ATLAS ONLY PHASE (EDU)	FINANCING METHOD <sup>2</sup>
1,3,4	0	"C"	Widen Fashion Valley Road to 4 lane major classification with Class II bike lanes (78/98). Improve the river crossing to accommodate a 10 year design.	Cumulative development within these sectors would trigger this improvement. The improvement would be assured prior to approval of the first Final Map for any project that reaches the EDU threshold within these sectors.	Phase 1 (490)	S
3,4	0	RV1	Widen and signalize the "River Valley" project access at the Hotel Circle North/most westerly 1-8 ramps to provide necessary through and turn lanes as required by the City Engineer.	These improvements are to be provided by "River Valley" or before approval of the first Final Map for projects meeting this threshold. Any development in Sector 3 or 4 to be conditioned with participation in this improvement.	Phase 1 (490)	S

LEGEND: S - Subdivider

DIF - Development Impact Fee

NOTE: Subdivision improvements are required by the City to be bonded for, or otherwise assured to the satisfaction of the City, prior to the recording of a final map.

1. Circulation Implementation Phasing Sectors per the Mission Valley Community Plan.
2. All projects/developments within the sectors identified would be conditioned to contribute their fair share of the triggered improvement at the time of approval or when the improvement is constructed. Atlas is not required, by itself, to fund all of these improvements. Phasing plan conditions or thresholds may, however, require Atlas to advance costs of construction for some of these projects. Atlas may request the formation of one or more City Council authorized reimbursement districts for purposes of recovering these costs.
3. Construction of all improvements are to be assured to the satisfaction of City Engineer when the EDU thresholds are met.

Table 13

Circulation System Improvement Phasing Plan  
Based on Cumulative Development and  
Reasonable Interim Levels of Service

DEVELOPMENT THRESHOLD SECTION	CUMULATIVE EDU THRESHOLD	PROJECT	IMPROVEMENT <sup>1</sup>	NOTES <sup>2</sup>	ASSOCIATED ATLAS ONLY PHASE (EDU)	FINANCING METHOD <sup>2</sup>
1-4	500	14	Add dual left turns for eastbound Friars Road to northbound SR-163; widen north leg of intersection to accept the two east-bound left turning lanes.	NONE	Phase 1 (490)	S
1,3,4	1,800	"D"	Construct new Fashion Valley Road interchange by relocating the existing westbound I-8 Hotel Circle ramps, relocating Fashion Valley Road and Hotel Circle North.	Cumulative development within these sectors would trigger this improvement. The timing of this improvement may be accelerated depending on when the CalTrans schedule calls for its installation. Whenever CalTrans is ready to build this interchange, all parties contributing to its construction shall pay CalTrans the portion needed to complete the interchange.		S

LEGEND: S - Subdivider

DIF - Development Impact Fee

NOTE: Subdivision improvements are required by the City to be bonded for, or otherwise assured to the satisfaction of the City, prior to the recording of a final map.

1. Circulation Implementation Phasing Sectors per the Mission Valley Community Plan.
2. All projects/developments within the sectors identified would be conditioned to contribute their fair share of the triggered improvement at the time of approval or when the improvement is constructed. Atlas is not required, by itself, to fund all of these improvements. Phasing plan conditions or thresholds may, however, require Atlas to advance costs of construction for some of these projects. Atlas may request the formation of one or more City Council authorized reimbursement districts for purposes of recovering these costs.
3. Construction of all improvements are to be assured to the satisfaction of City Engineer when the EDU thresholds are met.

Table 13

Circulation System Improvement Phasing Plan  
Based on Cumulative Development and  
Reasonable Interim Levels of Service

DEVELOPMENT THRESHOLD SECTION	CUMULATIVE EDU THRESHOLD	PROJECT	IMPROVEMENT <sup>1</sup>	NOTES <sup>2</sup>	ASSOCIATED ATLAS ONLY PHASE (EDU)	FINANCING METHOD <sup>2</sup>
1,3,4	1,800	"E"	Remove existing west-bound Hotel Circle ramps concurrent with "D".	This improvement would only be implemented when the Fashion Valley Interchange is operational.	-----	S
1,3,4	1,800	LC1	Construct new North/South street (4-lane collector) with Class II bike lanes between Hotel Circle North and "B" Street.	This improvement is needed as the new Fashion Valley interchange disrupts the existing flow of traffic along Hotel Circle North.	-----	S
1,3,4	1,800	LC1	Construct Street B as a 4-lane major with Class II bike lanes from Street C to Fashion Valley Road.	This improvement is needed as the new Fashion Valley interchange disrupts the existing flow of traffic along Hotel Circle North. This street is also entirely within the Levi-Cushman Specific Plan area.	-----	S

LEGEND: S - Subdivider

DIF - Development Impact Fee

NOTE: Subdivision improvements are required by the City to be bonded for, or otherwise assured to the satisfaction of the City, prior to the recording of a final map.

1. Circulation Implementation Phasing Sectors per the Mission Valley Community Plan.
2. All projects/developments within the sectors identified would be conditioned to contribute their fair share of the triggered improvement at the time of approval or when the improvement is constructed. Atlas is not required, by itself, to fund all of these improvements. Phasing plan conditions or thresholds may, however, require Atlas to advance costs of construction for some of these projects. Atlas may request the formation of one or more City Council authorized reimbursement districts for purposes of recovering these costs.
3. Construction of all improvements are to be assured to the satisfaction of City Engineer when the EDU thresholds are met.

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Circulation System Improvement Phasing Plan  
Based on Cumulative Development and  
Reasonable Interim Levels of Service

DEVELOPMENT THRESHOLD SECTION	CUMULATIVE EDU THRESHOLD	PROJECT	IMPROVEMENT <sup>1</sup>	NOTES <sup>2</sup>	ASSOCIATED ATLAS ONLY PHASE (EDU)	FINANCING METHOD <sup>2</sup>
1,3,4	1,800	11	Widen existing Camino de la Reina to a 4-lane major classification with Class II bike lanes between Hotel Circle North/South and Avenida del Rio.	Cumulative development within these sectors would trigger this improvement. The improvement would be assured prior to approval of the first Final Map for any project which reaches the EDU threshold.	-----	S
3,4 or 1	2,900 400	6	Restripe Friars Road to a 6-lane primary arterial classification with appropriate widening as necessary to obtain this classification (102/122'). Remove the asphalt berm and the two-way bike path along the south side of Friars Road and install Class II bike lanes.	Either threshold could trigger this improvement. Cumulative development within these sectors would-trigger this improvement. The improvement would be assured prior to approval of the first Final Map for any project which reaches the EDU threshold.	-----	S

LEGEND: S - Subdivider

DIF - Development Impact Fee

NOTE: Subdivision improvements are required by the City to be bonded for, or otherwise assured to the satisfaction of the City, prior to the recording of a final map.

1. Circulation Implementation Phasing Sectors per the Mission Valley Community Plan.
2. All projects/developments within the sectors identified would be conditioned to contribute their fair share of the triggered improvement at the time of approval or when the improvement is constructed. Atlas is not required, by itself, to fund all of these improvements. Phasing plan conditions or thresholds may, however, require Atlas to advance costs of construction for some of these projects. Atlas may request the formation of one or more City Council authorized reimbursement districts for purposes of recovering these costs.
3. Construction of all improvements are to be assured to the satisfaction of City Engineer when the EDU thresholds are met.



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Circulation System Improvement Phasing Plan  
Based on Cumulative Development and  
Reasonable Interim Levels of Service

DEVELOPMENT THRESHOLD SECTION	CUMULATIVE EDU THRESHOLD	PROJECT	IMPROVEMENT <sup>1</sup>	NOTES <sup>2</sup>	ASSOCIATED ATLAS ONLY PHASE (EDU)	FINANCING METHOD <sup>2</sup>
1,3,4	2,900	10B	Construct Camino de la Reina to a 4-lane major classification with Class II bike lanes between Fashion Valley Road and SR-163, including an intersection with Hazard Center Road.	Cumulative development within these sectors would trigger this improvement. The improvement would be assured prior to approval of the first Final Map for a project which reaches the EDU threshold.	-----	S
1,2,4-7	12,000	15	Improve Hazard Center Drive to a 4-lane collector street with Class II bike lanes along the north side of the river between Camino de la Reina and Mission Center Road.	Cumulative development within these sectors would trigger this improvement. The improvement would be assured prior to approval of the first Final Map for any project which reaches the EDU threshold.	-----	S/DIF
1,2,4-7	2,900	19A	Widen existing Camino de la Reina to a 4-lane major classification with Class II bike lanes between SR-163 and Mission Center Road.	NONE	-----	S

LEGEND: S - Subdivider

DIF - Development Impact Fee

NOTE: Subdivision improvements are required by the City to be bonded for, or otherwise assured to the satisfaction of the City, prior to the recording of a final map.

1. Circulation Implementation Phasing Sectors per the Mission Valley Community Plan.
2. All projects/developments within the sectors identified would be conditioned to contribute their fair share of the triggered improvement at the time of approval or when the improvement is constructed. Atlas is not required, by itself, to fund all of these improvements. Phasing plan conditions or thresholds may, however, require Atlas to advance costs of construction for some of these projects. Atlas may request the formation of one or more City Council authorized reimbursement districts for purposes of recovering these costs.
3. Construction of all improvements are to be assured to the satisfaction of City Engineer when the EDU thresholds are met.

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1,2,4-7	4,700	17	Cut back median on SR-163 bridge to allow three westbound lanes on Friars Road through signal for northbound SR-163 on-ramps; approximately 85% of build-out in these sectors.	NONE	-----	S
1,3,4	5,100	7	Construct a new Camino de la Reina to a 4-lane major classification with Class II bike lanes between Napa Street and Fashion Valley Road.	Portions of this improvement may be constructed by Chevron/Levi-Cushman during development of their Project Phasing. Cumulative development within these sectors would trigger this improvement. The improvement would be assured prior to the approval of the first Final Map for a project which reaches the EDU threshold.	-----	S/DIF

LEGEND: S - Subdivider

DIF - Development Impact Fee

NOTE: Subdivision improvements are required by the City to be bonded for, or otherwise assured to the satisfaction of the City, prior to the recording of a final map.

1. Circulation Implementation Phasing Sectors per the Mission Valley Community Plan.
2. All projects/developments within the sectors identified would be conditioned to contribute their fair share of the triggered improvement at the time of approval or when the improvement is constructed. Atlas is not required, by itself, to fund all of these improvements. Phasing plan conditions or thresholds may, however, require Atlas to advance costs of construction for some of these projects. Atlas may request the formation of one or more City Council authorized reimbursement districts for purposes of recovering these costs.
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1,3,4	5,100	13	Construct new Via Las Cumbres between Friars Road and Hotel Circle North to a 4-lane major classification with Class II bike lanes.	Portions of this improvement may be constructed by Chevron/Levi Cushman during development of their Project Phasing. Cumulative development within these sectors would trigger this improvement. The improvement would be assured prior to approval of the first Final Map for a project which reaches the EDU threshold.	-----	S
1,3,4	5,100	9	Widen Hotel Circle South to a 4-lane collector classification with Class II bike lanes between Eastbound I-8 ramps and Presidio overcrossing.	To be constructed concurrent with I-8/Via Las Cumbres interchange.	-----	DIF

LEGEND: S - Subdivider

DIF - Development Impact Fee

NOTE: Subdivision improvements are required by the City to be bonded for, or otherwise assured to the satisfaction of the City, prior to the recording of a final map.

1. Circulation Implementation Phasing Sectors per the Mission Valley Community Plan.
2. All projects/developments within the sectors identified would be conditioned to contribute their fair share of the triggered improvement at the time of approval or when the improvement is constructed. Atlas is not required, by itself, to fund all of these improvements. Phasing plan conditions or thresholds may, however, require Atlas to advance costs of construction for some of these projects. Atlas may request the formation of one or more City Council authorized reimbursement districts for purposes of recovering these costs.
3. Construction of all improvements are to be assured to the satisfaction of City Engineer when the EDU thresholds are met.

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DEVELOPMENT THRESHOLD SECTION	CUMULATIVE EDU THRESHOLD	PROJECT	IMPROVEMENT <sup>1</sup>	NOTES <sup>2</sup>	ASSOCIATED ATLAS ONLY PHASE (EDU)	FINANCING METHOD <sup>2</sup>
1.3.4	5,100	12	Construct new I-8/Via Las Cumbres interchange. Relocate Hotel Circle North. Construct 4-lane connection between Via Cumbres and Hotel Circle North.	The timing of this improvement may be accelerated depending on when the CalTrans schedule calls for its installation. Atlas is irrevocably dedicating the 3.70 acre Evelyn Terrace site as its full fair-share contribution to this project.	-----	OTHER
1.3.4	5,100	"B"	Restripe Hotel Circle North between Presidio Overcrossing and new interchange at I-8/Via Las Cumbres.	To be constructed concurrent with I-8-Via Las Cumbres interchange.	-----	S

LEGEND: S - Subdivider

DIF - Development Impact Fee

NOTE: Subdivision improvements are required by the City to be bonded for, or otherwise assured to the satisfaction of the City, prior to the recording of a final map.

1. Circulation Implementation Phasing Sectors per the Mission Valley Community Plan.
2. All projects/developments within the sectors identified would be conditioned to contribute their fair share of the triggered improvement at the time of approval or when the improvement is constructed. Atlas is not required, by itself, to fund all of these improvements. Phasing plan conditions or thresholds may, however, require Atlas to advance costs of construction for some of these projects. Atlas may request the formation of one or more City Council authorized reimbursement districts for purposes of recovering these costs.
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DEVELOPMENT THRESHOLD SECTION	CUMULATIVE EDU THRESHOLD	PROJECT	IMPROVEMENT <sup>1</sup>	NOTES <sup>2</sup>	ASSOCIATED ATLAS ONLY PHASE (EDU)	FINANCING METHOD <sup>2</sup>
1,3,4	5,100	"F"	Widen Hotel Circle North between Presidio Overcrossing and new interchange to provide 4 travel lanes and Class II bike lanes as appropriate.	To be constructed concurrent with I-8/Via Las Cumbres interchange.	-----	S
1,3,4	5,100	LC15	Construct new street between Fashion Valley Road and I-8/Via Las Cumbres as a 4-lane major street with Class II bike lanes (Levi-Cushman S.P. Street "B").	To be constructed concurrent with I-8/Via Las Cumbres interchange.	-----	S
1-4	7,500	16	Construct new southbound SR-163 to westbound Friars Road off-ramp.	NONE	-----	DIF
1,2,4-7	18,000	18	Move northbound SR-163 on-ramps at Friars Road eastward or replace with a loop or flyover, approximately 95% build-out in these sectors.	NONE	-----	S

LEGEND: S - Subdivider

DIF - Development Impact Fee

NOTE: Subdivision improvements are required by the City to be bonded for, or otherwise assured to the satisfaction of the City, prior to the recording of a final map.

1. Circulation Implementation Phasing Sectors per the Mission Valley Community Plan.
2. All projects/developments within the sectors identified would be conditioned to contribute their fair share of the triggered improvement at the time of approval or when the improvement is constructed. Atlas is not required, by itself, to fund all of these improvements. Phasing plan conditions or thresholds may, however, require Atlas to advance costs of construction for some of these projects. Atlas may request the formation of one or more City Council authorized reimbursement districts for purposes of recovering these costs.
3. Construction of all improvements are to be assured to the satisfaction of City Engineer when the EDU thresholds are met.

### Regional Improvements

Several freeway access concepts have been developed jointly by Atlas Hotels, Inc., Chevron Land Development (the applicant for the Levi-Cushman Specific Plan), the City of San Diego and CalTrans. These improvements would need to be implemented when buildout of the Mission Valley is completed and should be funded by State and local monies, in addition to an assessment district. Figure 70 illustrates the recommended freeway access improvements. In general, the following are the results of the CalTrans review of the Mission Valley Community Plan.

- Construct an interchange at Via Las Cumbres and I-8.
- Realign Hotel Circle North at the I-8 westbound ramps and provide a direct connection to Fashion Valley Road.

Atlas Hotels, Inc. and other developers in the Mission Valley area have been working closely with CalTrans and the City of San Diego to develop preliminary plans for the new interchange at Via Las Cumbres and the redesign of the Fashion Valley ramps at Hotel Circle. CalTrans is presently preparing a project report for these modifications to the freeway access system. Atlas Hotels, Inc. has committed to work with CalTrans to implement these freeway ramp improvements, and has reserved the 3.70 acre Evelyn Terrace site for future dedication for off-ramps associated with the proposed I-8/Via Las Cumbres interchange.

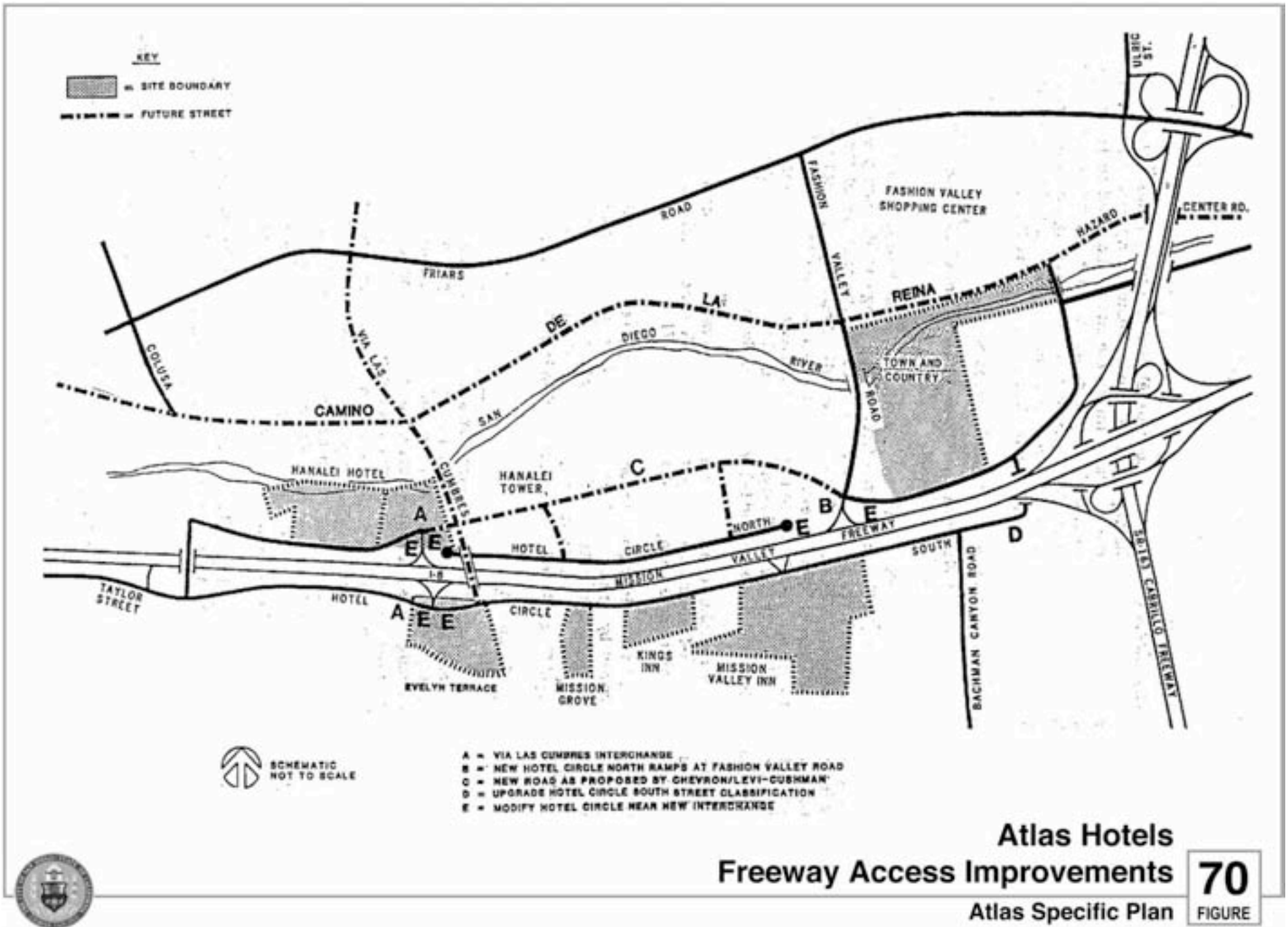
Several freeway ramping configurations are being evaluated to determine what a Via Las Cumbres/I-8 interchange might look like. A conceptual plan depicting a new Via Las Cumbres interchange is shown in Figure 71.

The operation of the existing westbound I-8 freeway ramps to Hotel Circle North could be improved by relocating these ramps to the east and connecting them at the Fashion Valley Road/Hotel Circle North intersection. Fashion Valley Road would be realigned to the west to connect to the ramps. A conceptual plan depicting a Hotel Circle North ramp modification is shown in Figure 72.

### Intersection Improvements

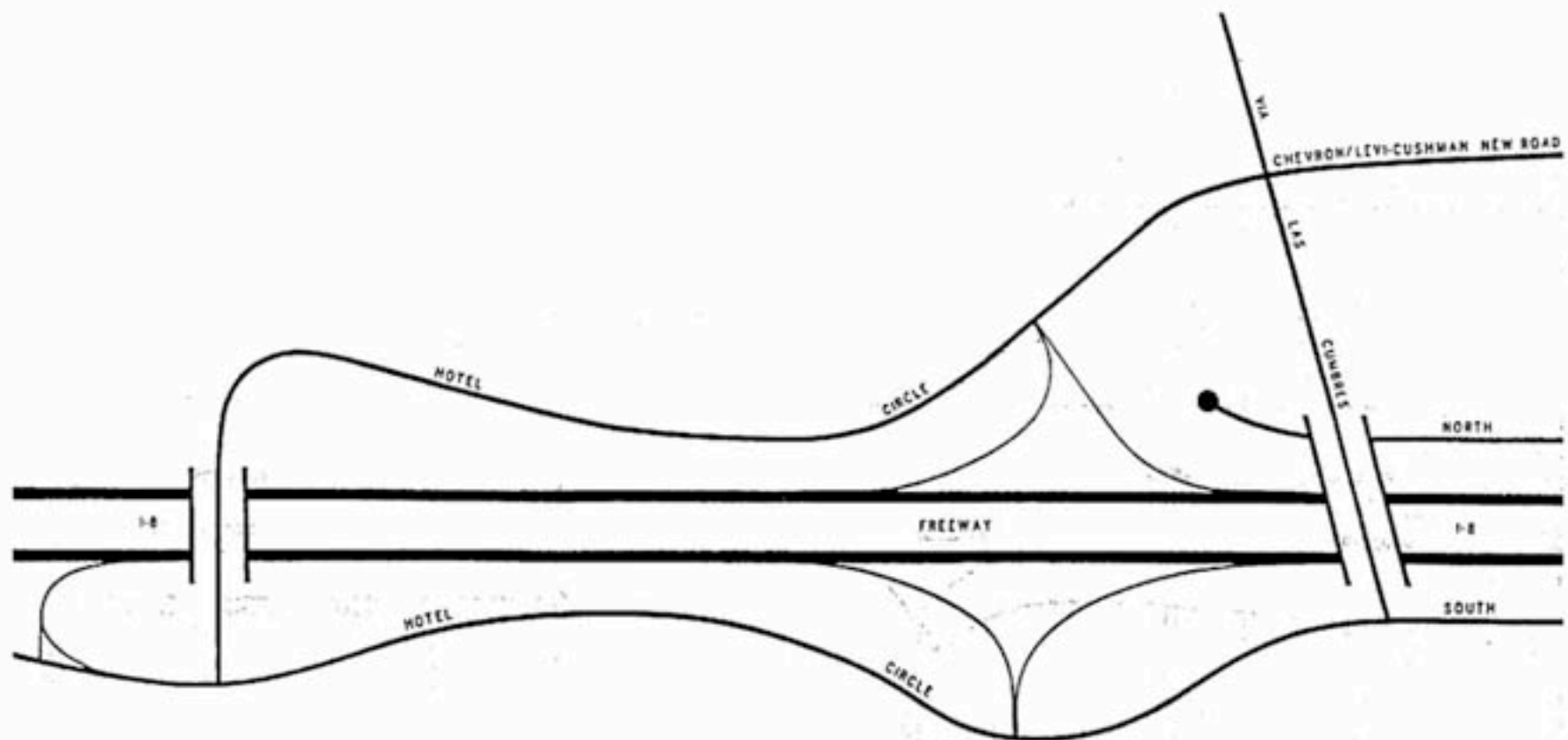
Future peak hour traffic volumes were not prepared for either the City's Mission Valley travel forecast or the Linscott, Law and Greenspan study. The primary reason City staff does not forecast peak hour traffic volumes is because driver behavior can change drastically as traffic volumes and congestion increase. The changes in behavior are not easily predicted due to the human factor involved. Generally, driver habits can be assumed to remain static for less than three years. Travel forecasts for volumes longer than three to five years in the future become meaningless, as modes of transportation utilized and driver behavior change. Peak hour intersection level of service analysis has more meaning on a specific site by site basis. At the planned development stage, specific intersection improvements will be evaluated as specific Atlas sites are proposed for development.


Special consideration to the following intersections should be given since these intersections may represent potential problem areas.



**Atlas Hotels**  
**Freeway Access Improvements**  
 Atlas Specific Plan






 SCHEMATIC  
 NOT TO SCALE

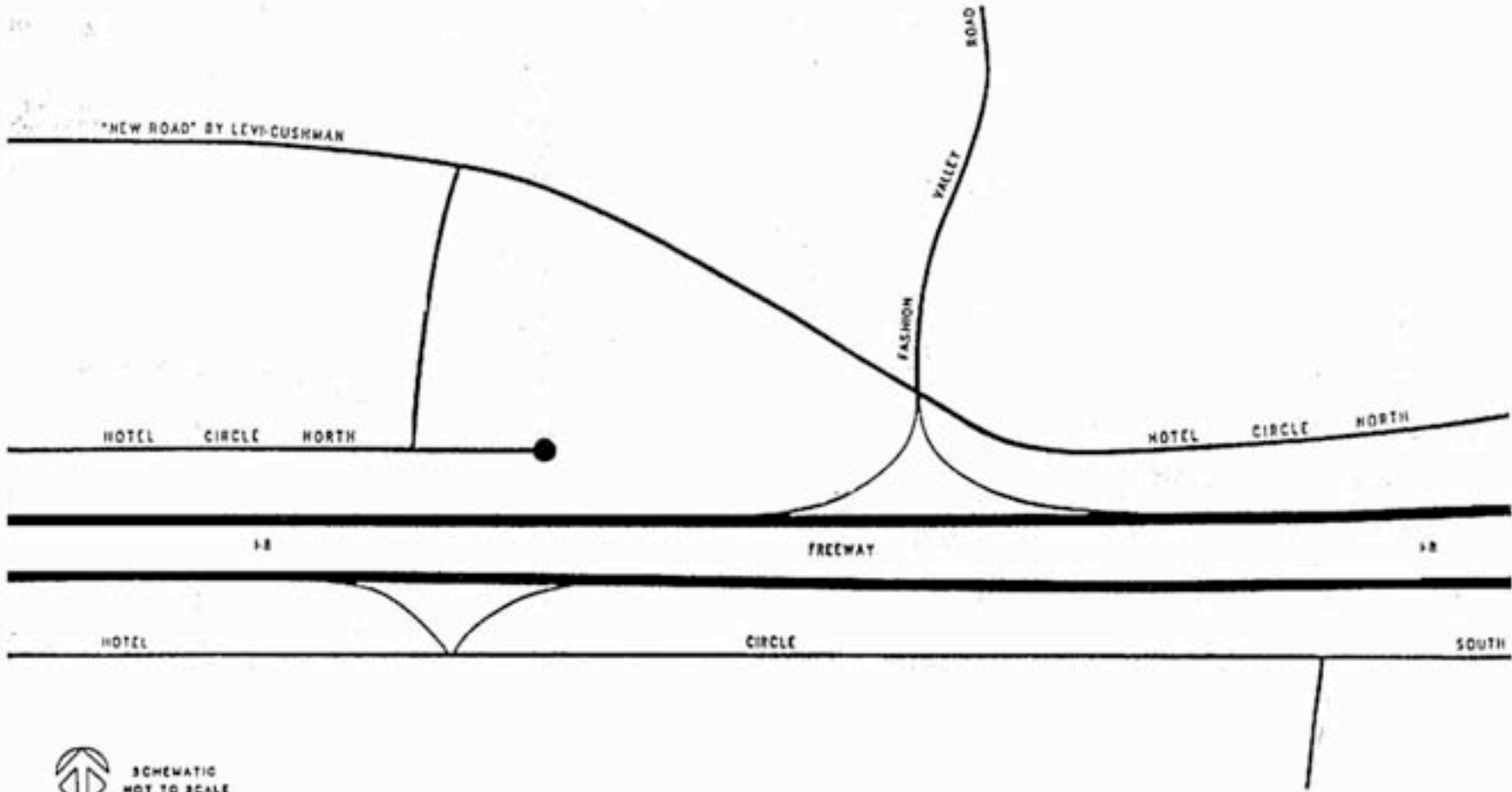


## Intersection Improvements Via Las Cumbres/Hotel Circle/W.B. I-8 Ramps

Atlas Specific Plan

**71**  
 FIGURE





SCHEMATIC  
NOT TO SCALE

### Intersection Improvements Hotel Circle North/W.B. I-8 Ramps

Atlas Specific Plan



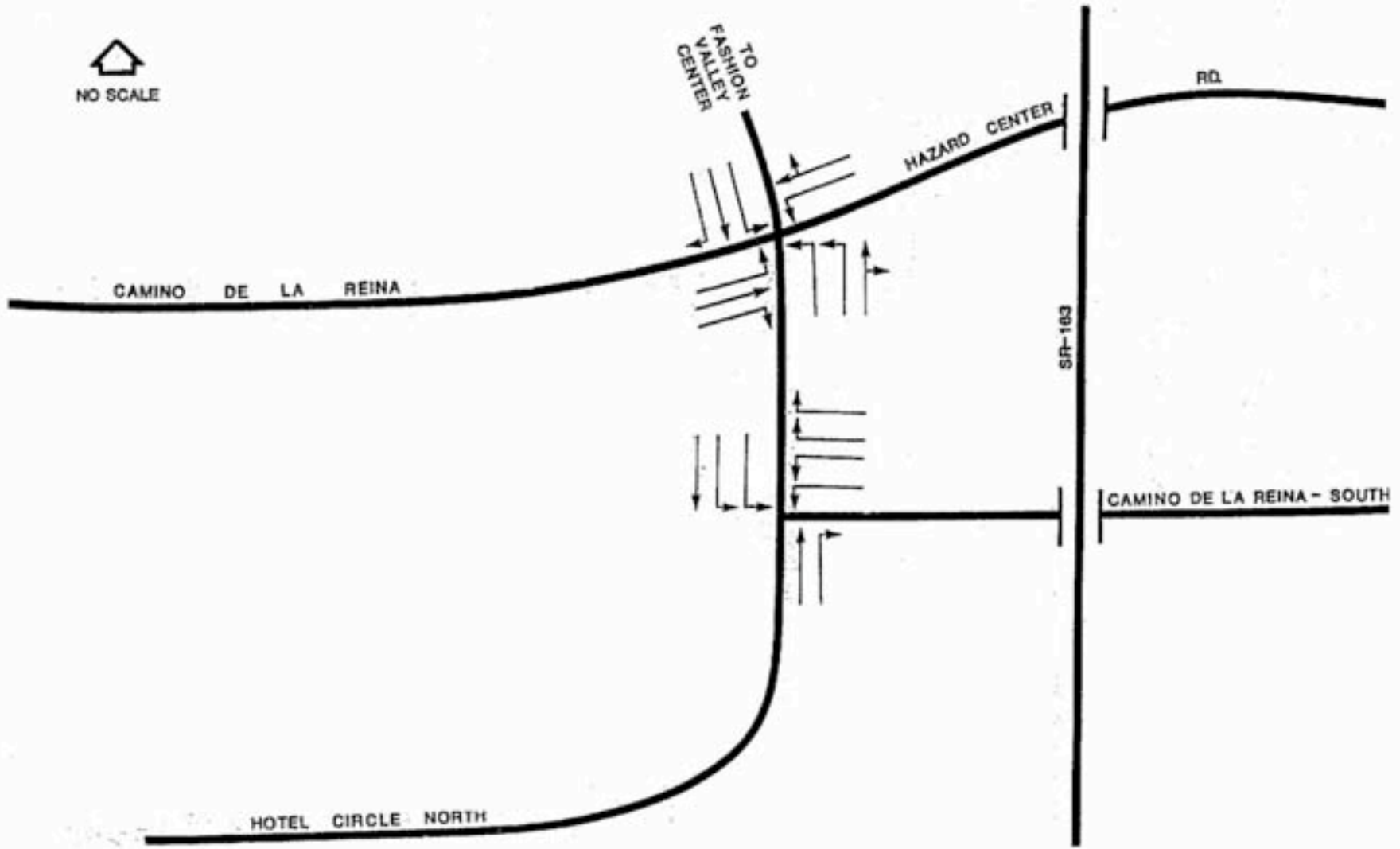
- o Freeway ramp intersections with I-8 and SR-163 on Hotel Circle and Friars Road, respectively
- o Friars Road at Ulric Street
- o Friars Road at Fashion Valley Road
- o Friars Road at Via Las Cumbres
- o Hotel Circle North at Hotel Circle South (near SR-163)

In conjunction with the river improvements and the Mission Valley Community Plan circulation system, a conceptual geometric alignment for the intersection of Camino de la Reina and Hazard Center Drive at the Fashion Valley Shopping Center has been studied. The resulting conceptual alignment as shown in Figure 73 has been reviewed and approved by the City Traffic Engineering and Civil Engineering Departments. All applicable City design standards have been incorporated into this conceptual alignment. All future alignment plans will be submitted to and approved by the City Traffic Engineering and Civil Engineering Departments.

#### Additional Improvements

In addition to the circulation system improvements required in the Mission Valley Community Plan, the following additional improvements have been included in the Atlas Specific Plan:

- Partial funding for a new Fashion Valley Road/Hotel Circle North/I-8 interchange. To insure that the Atlas project will not hinder future construction of the interchange, Atlas Hotels will commit its fair share of the cost of the interchange at such time as Atlas begins construction of the first phase of the redevelopment of the Town and Country site, with such fair share to be determined in cooperation with the Transportation and Traffic Engineering Division of the City of San Diego. Atlas will also construct the necessary improvements to mitigate the interim impacts associated with the Atlas development to provide acceptable levels of service on all roadways adjacent to the Town and Country site during each phase of Atlas development of the site.
- 100% funding for an at-grade LRT station and at-grade facility adjacent to the Town and Country site. Funding for the equivalent at-grade LRT facilities will be assured by bonding prior to the issuance of building permits for any development on Atlas property, and, if the improvements have not been funded on or before June 30, 1995, said funding shall then be assured by letter of credit to be filed by Atlas with the City, or, in the alternative by the formation of a special assessment district with Atlas as the sole participant. Atlas acknowledges that the City and/or MTDB may establish one or more assessment districts to finance the construction of the LRT system in Mission Valley. Atlas will agree not to oppose the formation of such an assessment district provided that assessments for right-of-way acquisition and construction payable by Atlas thereunder, when added to the sums already provided by Atlas for the LRT system, do not exceed the cost of construction of an at-grade LRT station and at-grade facility the length of



**Atlas Hotels**  
**Intersection Geometrics**  
 Atlas Specific Plan



the Town and Country property. The LRT, as designed by MTDB, will not be constructed on Atlas property. Therefore, Atlas will not be providing right-of-way for the LRT.

- 100% funding for the operation and maintenance of the intra-valley shuttle as described.
- Partial funding for the new I-8/Via Las Cumbres interchange. Funding sources for this project have not yet been determined by the City, but Atlas has reserved approximately 3.7 acres of land, referred to herein as the Evelyn Terrace site, to be irrevocably dedicated to the City, at no cost to the City, for the right-of-way for the proposed future interchange at Interstate 8 prior to the issuance of building permits for the Hanalei Tower site. This land will be irrevocably dedicated to the City as Atlas' full fair share contribution to the right-of-way and construction of the I-8/Via Las Cumbres interchange. If the interchange has not been constructed within 10 years after adoption of the Atlas Specific Plan, the City shall allow Atlas to proceed with the redevelopment of the Mission Valley Inn site as provided in this Specific Plan as if the interchange was in place.

#### E. TRANSPORTATION IMPROVEMENT PHASING

Atlas Hotels, Inc. has been working closely with adjacent property owners, specifically Chevron Land Development/Levi-Cushman and River Valley (Warner Ranch), to develop an in-depth and coordinated improvement phasing plan to insure that acceptable Levels of Service will be maintained during the buildout of the ultimate street system. A generalized improvement phasing program has been developed based on Equivalent Dwelling Units (EDU's) similar to that in the community plan, for the additional street improvements recommended.

According to each of the development phasing plans for Atlas, Levi-Cushman and River Valley, corresponding circulation improvements, based on EDU's, were calculated independently of each other. This analysis identified which specific circulation improvements were triggered by each development and what would be anticipated should no other development occur. The cumulative EDU's representing the buildout of these three development projects were calculated and established the timing and scope of specific improvements needed to maintain reasonable traffic flow as defined in the community plan.

To verify that the EDU calculations in the community plan are adequate to maintain a reasonable Level of Service on the circulation system, traffic volumes associated with each phase of development were assigned to the street system assumed in each phase of the cumulative development scenario. Circulation system improvements were added to the base street system when acceptable Levels of Services are exceeded for the individual segment. The circulation system phasing, based on interim street capacity, is shown in Table 13. Both Chevron Land Development and Atlas Hotels, Inc. have agreed to this phasing plan and Atlas Hotels, Inc. has committed to provide its fair share for funding of the identified improvements as discussed in Section X, Plan Implementation.



## F. PARKING

Parking will be provided for all sites within the Specific Plan area in accordance with City requirements or a modified use requirement based on actual field studies conducted in conjunction with planned development permit applications.

## G. ALTERNATIVE MODES OF TRANSPORTATION

### I. Public Transit

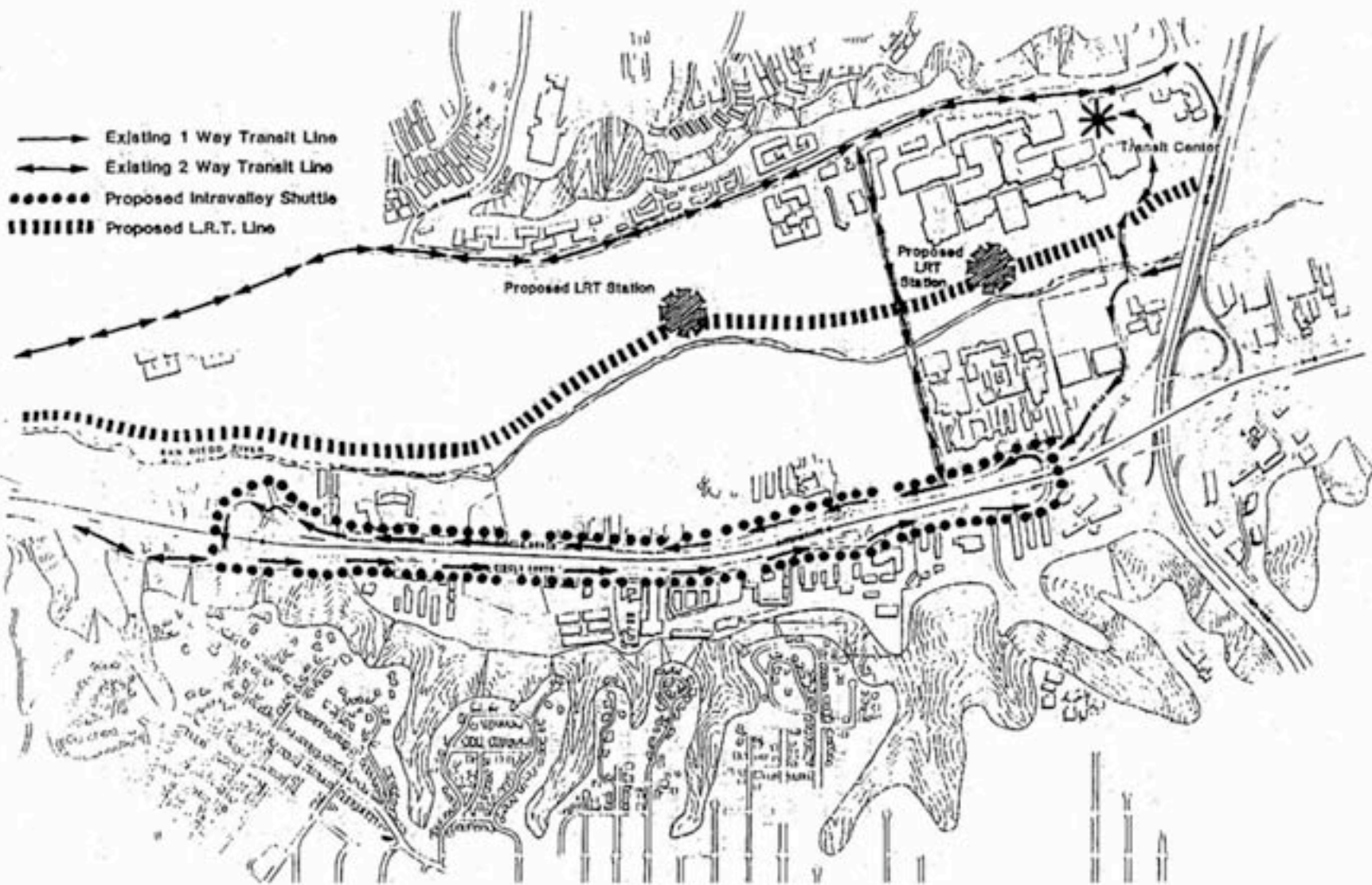
Mass transit systems will be provided within the specific plan area consistent with the recommendations included in the Mission Valley Community Plan. Figure 74 illustrates the proposed mass transit systems.

Bus Transit: Current transit service to Mission Valley is provided by San Diego Transit (SDT). Four urban routes and two metro routes serve the specific plan area. Only one route, Urban Route 6, provides a direct link to all Atlas Hotel sites along Hotel Circle with 30 minute headways along this stretch. Metro Route 80 generally travels along Friars Road with average headways of approximately 30 minutes. All of the Mission Valley transit routes converge at the Fashion Valley Transit Center. These urban routes and Metro Route 80 provide transit service to the rest of Mission Valley, downtown and Clairemont Mesa, while Metro Route 20 provides express service along SR-163.

Light Rail Transit: A preferred LRT alignment for the Mission Valley area, including station locations, has been adopted by the Metropolitan Transit Development Board (MTDB). Within the specific plan area, the alignment generally follows a parallel route along the northern boundary of the future extension of Camino de la Reina. The LRT is to be located above the 100-year flood elevation of the San Diego River and will cross SR-163 on an elevated structure. Two transit stations are proposed in the vicinity of the specific plan area, one adjacent to the Town and Country site and another within the Levi-Cushman Specific Plan area, east of the Hanalei sites. Access to the Town and Country Station would be provided by the pedestrian/bicycle bridge proposed to link Town and Country development with the Fashion Valley Shopping Center. The preferred LRT alignment will continue eastward to a terminus just east of I-15, with several stations along the way. Future extensions are under consideration eastward along the I-8 corridor to San Diego State University, along the north riverbank through Alvarado Canyon and north along I-5 from the Old Town line to the City of Del Mar.

Section X, Plan Implementation, identifies the applicant's commitment to funding of the LRT. It should be noted that the anticipated alignment for the LRT adjacent to the Town and Country site is located on property not owned by Atlas Hotels, Inc.. Atlas Hotels Inc. is not, therefore, in a position to provide right-of-way for the LRT. Atlas Hotels, Inc. will provide funding for construction of the at-grade facility for the length of the Atlas Hotel property and an at-grade station adjacent to the Town and Country site.

Intra-Valley Shuttle: The Mission Valley Community Plan recommends development of an intra-valley shuttle system for the community plan area. As discussed previously in this section, Atlas Hotels currently sponsors a shuttle system in the



Mission Valley area and will fund and operate a shuttle system, available to members of the general public, serving the Atlas Specific Plan sites, and the San Diego Lindbergh Field on a frequent schedule basis. The individual site development concepts and criteria for the Atlas properties contain criteria for shuttle stops adjacent to hotel and building lobbies or within expanded sidewalk paving areas in the Hotel Circle North and South streetscapes.

## 2. Bicycle Circulation

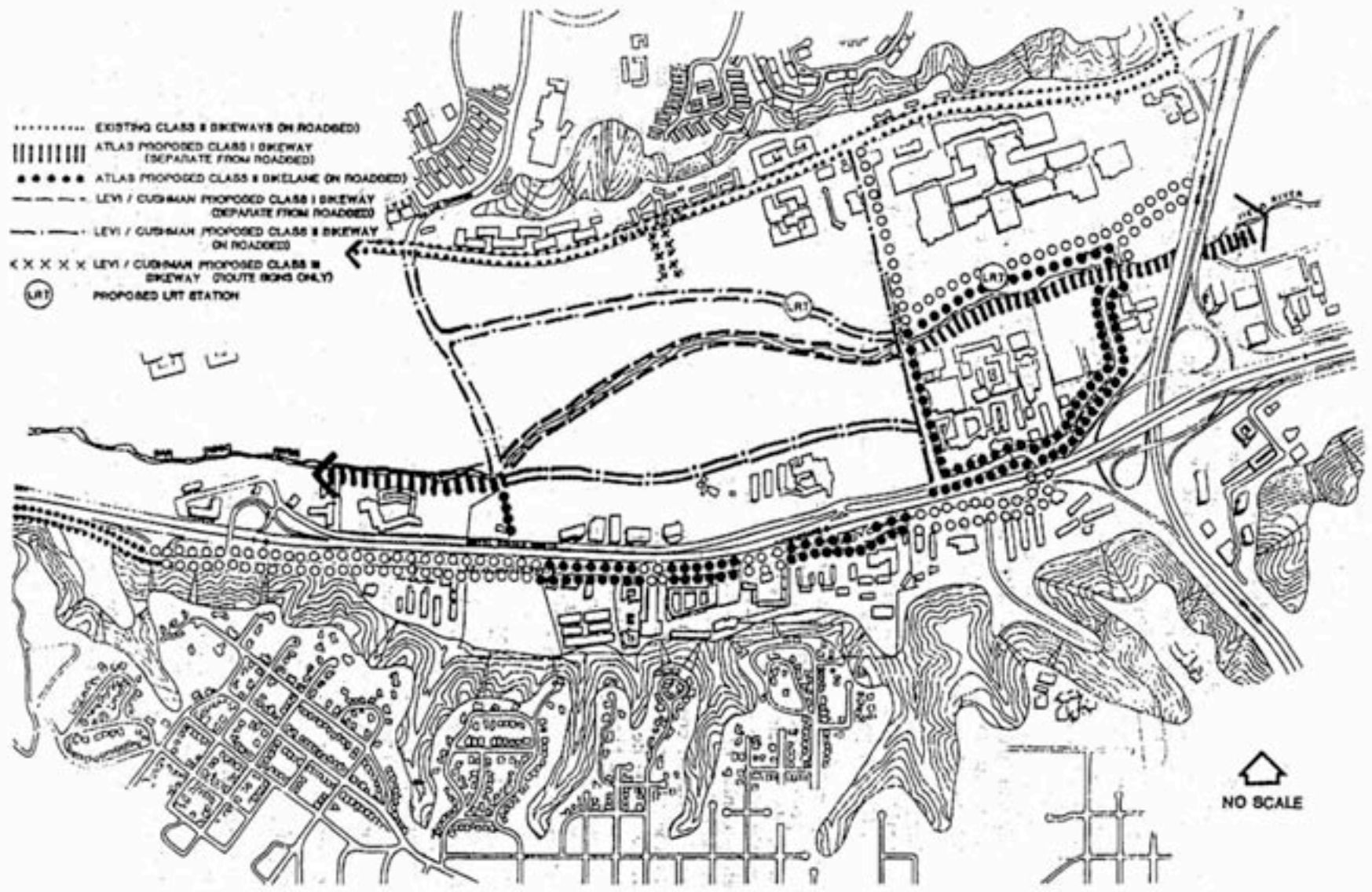
The Mission Valley Community Plan proposes a tri-level community wide bikeway system which would tie into the citywide bikeway system. The system includes bicycle paths (Class I), with separate right-of-ways for exclusive use of bicycles; bicycle lanes (Class II), with restricted right of way on the road surface; and bicycle routes, (Class III) with shared right-of-way designated by signs only. The bikeway system would extend from Mission Bay to I-15. Other systems would connect Mission Valley with Hillcrest and Mission Hills.

The bicycle circulation system for the Atlas Specific Plan area is shown in Figure 75. There are existing Class II bicycle lanes which are striped along both sides of Friars Road. The Class II bicycle lane on the south side of Friars Road would connect to Class II bicycle lanes proposed by the Atlas Specific Plan and the Levi-Cushman Specific Plan for both sides of Via Las Cumbres and Fashion Valley Road. The Class II bicycle lanes proposed for Via Las Cumbres and Fashion Valley Road will extend south from Friars Road to connect with Class II bicycle lanes proposed for both sides of Hotel Circle South. The Hotel Circle South Class II bicycle lanes will extend westerly from the I-8/Hotel Circle underpass to connect with existing Class II bicycle lanes which are currently striped on both sides of Taylor Street beginning at the Taylor Street/I-8 access ramps and continuing into the Old Town area. Class II bicycle lanes are also proposed within the improved Camino de la Reina/Hazard Center Drive Street section, which will connect with the Levi-Cushman Specific Plan proposed bicycle paths adjacent to the continuation of Camino de la Reina to the east. The bicycle circulation improvements proposed by the Atlas Specific Plan are designed to interface with bikeway improvements proposed by the Levi-Cushman Specific Plan.

In addition to the Class II bicycle lanes within roadways previously described, the Atlas Specific Plan will also provide Class I bicycle paths along the south side of the river corridor. This Class I bicycle path will be a minimum 10' wide shared pedestrian/bicycle path completely separated from vehicular roadways and located adjacent to the river and may be contained within the 30' wide (average) buffer along the south side of the river. This bicycle path proposed by the Atlas Specific Plan will provide a critical link between the Class I bicycle paths along the river proposed by Levi-Cushman and the First San Diego River Improvement Project. Undercrossings under SR-163 and Fashion Valley Road will be provided to connect this shared pedestrian/bicycle path with the proposed Levi-Cushman and FSDRIP improvements.

To further encourage bicycle use within the Atlas Specific Plan area, secure bicycle parking facilities will be incorporated within all of the Atlas Specific Plan sites in accordance with the City of San Diego Bicycle Parking Guidelines listed below:





**Bikeway System**  
Atlas Specific Plan

**75**  
FIGURE



- o Bicycle parking facilities consist of bicycle racks and bicycle lockers. Bicycle racks should not require the use of chains or cables to secure them as chains and cables are easily cut by thieves using bolt cutters. It is recommended that bicyclists use "U"-shaped high-security locks (e.g. Kryptonite, Citadel, Gorilla brands) to lock bicycles. Bicycle lockers should be provided for employees arriving by bicycle at major activity centers. Bicycle racks should be provided for visitors to major activity centers arriving by bicycle. A combination of bike racks and lockers should be provided at transit centers.
- o Bicycle parking facilities should be identified by bicycle parking signs. Bicycle parking signs with directional arrows should be used to guide bicyclists to bicycle parking facilities when the facilities are not visible to arriving cyclists.
- o Bicycle parking facilities should be located closer to the entrance of the activity center than the nearest motor vehicle parking space. The placement of bicycle parking facilities should not block pedestrian traffic.

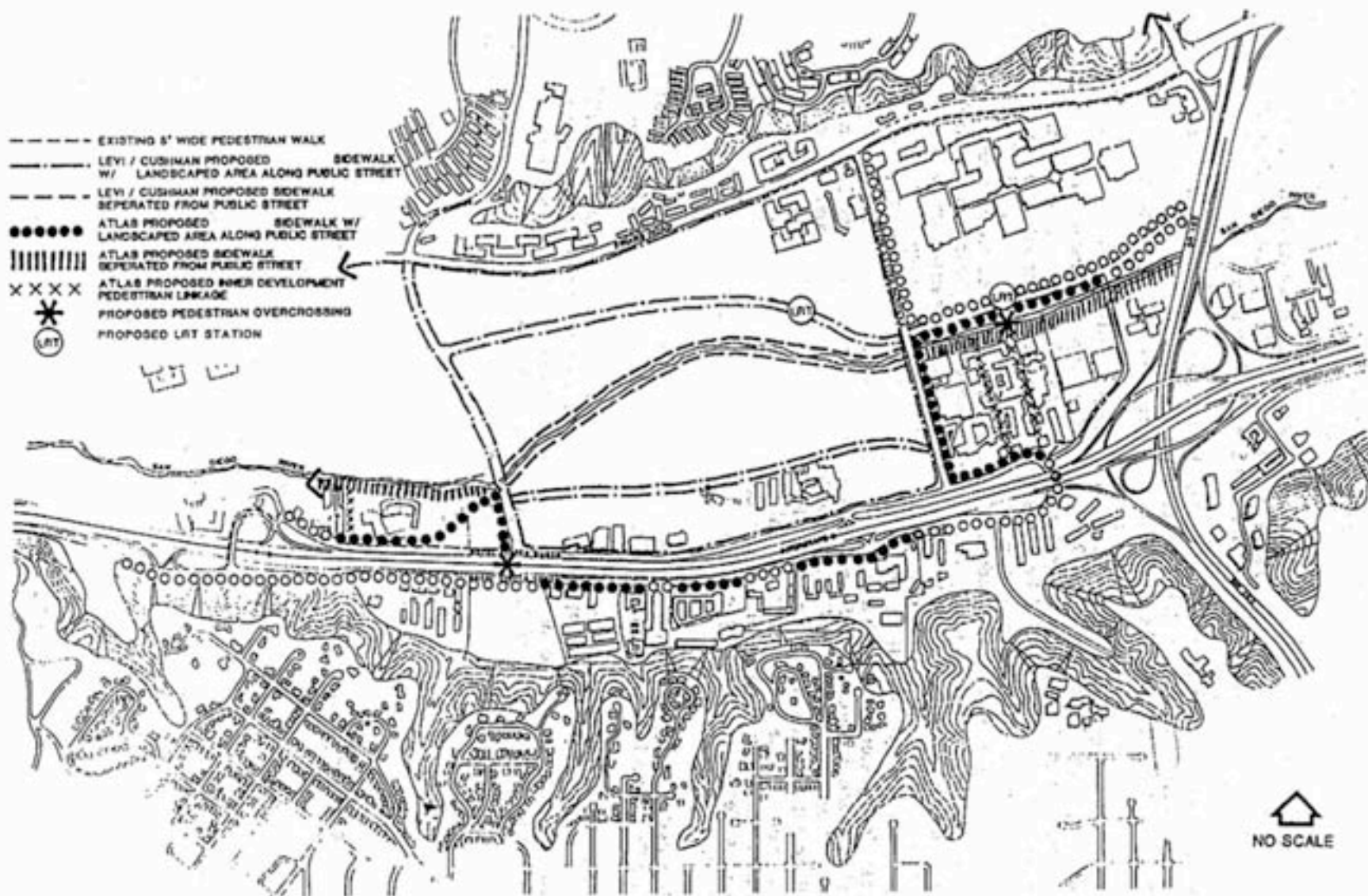
The bicycle circulation system proposed by the Atlas Specific Plan will be assured by the provision of sufficient right-of-way within Hotel Circle North and South, Camino de la Reina, Fashion Valley Road and Via Las Cumbres. A minimum 6' wide bicycle lane will be reserved on each side of these roadways at the time of their widening or improvement as required by phasing plans for the Atlas Specific Plan and the traffic thresholds created by the Atlas Specific Plan or the Atlas Specific Plan in conjunction with the Levi/Cushman Specific Plan. In conjunction with the construction of the pedestrian/bicycle path, access to the path will be assured by the dedication by Atlas Hotels, Inc. of a public easement encompassing the path. The bicycle circulation improvements are consistent with the objectives and guidelines of the bikeways transportation element of the Mission Valley Community Plan and exceeds the number of alternative bikeway routes and class types listed in the Mission Valley Community Plan.

### 3. Pedestrian Circulation

The Mission Valley Community Plan proposes a major pedestrian path system to connect residential and commercial land uses throughout the valley. The pedestrian circulation system should provide convenience, safety, comfort and aesthetic enjoyment. The system should connect smoothly with other transportation components and provide interest and activity areas.

The pedestrian circulation system for the Atlas Specific Plan area is shown in Figure 76. Pedestrian sidewalks separated from the public street by landscaped parkways are designated on all public streets.

The area-wide pedestrian sidewalk circulation system will be provided at each Atlas Specific Plan site within streetscape areas on the north side of Hotel Circle North, the south side of Hotel Circle South, the east side of Fashion Valley Road, the north side and west side of Camino de la Reina north of the Copley and Golden sites, and the south side of the new Camino de la Reina north of the river adjacent to the Town and Country site, both sides of the new Levi-Cushman Road (Hotel Circle North) between the Hanalei Hotel and Hanalei Tower sites and the west side



**Pedestrian Circulation System**

Atlas Specific Plan

**76**

FIGURE



of Via Las Cumbres at the Hanalei Tower site. Pedestrian linkages from building and hotel lobbies or pedestrian plazas to the area-wide pedestrian sidewalk circulation system will be provided on all Atlas Specific Plan sites.

Pedestrian access along the river corridor will be provided by a minimum 10' wide shared pedestrian/bicycle path located adjacent to the river and which may be within the buffer area along the south side of the river corridor at both the Town and Country and Hanalei Hotel sites. The pedestrian/bicycle path along the river corridor at the Town and Country site will connect with the proposed Levi-Cushman Specific Plan and FSDRIP pedestrian/bicycle improvements via undercrossings under SR-163 and Fashion Valley Road. The Town and Country's internal walkways and plazas will be accessible to the public without entering the hotel lobby. These internal walkways and plazas would provide a critical link between the area wide pedestrian sidewalk system and the river corridor pedestrian walkway system. A pedestrian/bicycle bridge will connect the Town and Country's internal walkways and plazas as well as the river corridor pedestrian walkway with Camino de la Reina to the north of the Town and Country site. The pedestrian/bicycle bridge will be approximately 15' wide and will be clear of the 100 year flood water levels with a minimum of 2' of free board. Connection to the LRT station and Fashion Valley Shopping Center will be provided across Camino de la Reina from the pedestrian/bicycle bridge by an on-grade crosswalk at a signalized intersection at Camino de la Reina and a new Fashion Valley parking access road. In the event that a signalized intersection is infeasible, a grade separated pedestrian crossing will be provided over Camino de la Reina to the LRT station as determined and approved by the City Planning Director and City Engineer.

Specific design criteria for the pedestrian circulation system at each of the Atlas Specific Plan sites is identified in the Urban Design Element of this specific plan.

The proposed Atlas Specific Plan pedestrian circulation system is consistent with the Mission Valley Community Plan's objectives. The pedestrian circulation system is also consistent with and provides logical connections to the proposed Levi-Cushman Specific Plan and FSDRIP pedestrian circulation systems.