

## ***Park Improvements Phasing Plan***

The original Phasing Plan, including both Transportation and Park Improvement Phasing, was adopted by the City Council on April 11, 1988. The April 11, 1988 Park Improvement Phasing Plan included two requirements: the construction of Doyle Park Recreation Building (NUC -28) prior to 2,300 dwelling units, and the acquisition and development of Nobel Athletic Park (NUC 28) prior to 5,500 dwelling units. Both projects have been completed.

## ***Transportation Phasing Plan***

### **Implementation**

The 1988 Transportation Phasing Plan was based on modeling work completed in 1987. At that time, the City had adopted an Interim Development Ordinance (IDO) for “slow growth” which established limits to residential development. Communities that could demonstrate that an orderly plan for infrastructure development existed were allowed to request an exemption from the IDO. The phasing plan was a necessary element of that exemption.

The Transportation Phasing Plan (Phasing Plan) established allowable levels of development for North University City. The improvements listed in the Phasing Plan are only those considered to be critical to community-wide development levels. The intent of the Phasing Plan is to provide public improvements at the time of need. Before exceeding the ADT level of each threshold, the required improvements must be committed to the satisfaction of the City Engineer. Specifically, an improvement must be completed, open to public use, and/or subject to an awarded construction contract by a governmental agency.

This Phasing Plan is intended to serve as a guideline for sequential development of anticipated public improvements. Because the geographic order of development is not certain, it will be necessary to periodically review and revise this Phasing Plan in order to reflect current land development proposals and changing conditions in the community.

Allocation of building permits under the Facilities Phasing Plan is subject to Council Policy 600-36, “Requirements for Annual Adjustments of Facilities Benefit Assessments and Prepayment of Assessments.”

### **Transition to Current Transportation Phasing Plan**

The forecast traffic volumes on the community streets changed significantly with new modeling work. The current phasing plan superseded and replaced the original plan with the adoption of the FY 2001 Financing Plan. A transition from the original 1988 Phasing Plan was needed to allow a smooth implementation of the FY 2001 Phasing Plan. At the beginning of calendar year 2000, the original adopted Phasing Plan had a total traffic generation of 110,000 ADTs since its inception. The allowable ADT level in Threshold 4 was 122,000. The remaining allowable ADT was 12,000. The FY 2001 Phasing Plan allows the same 12,000 ADT for Threshold 1. Thus, Threshold 1 of the current Phasing Plan corresponded with Threshold 4 of the original Phasing Plan. Original Thresholds 2 and 3 were calculated from a 1995 base starting point; current Thresholds 2 and 3 have the beginning of year 2000 as the starting point.

Only transportation projects that were needed to mitigate Level of Service conditions between 1995 and buildout are included in the current Phasing Plan. Projects in the original adopted plan that were not needed for mitigation purposes were not carried to the current phasing plan.

**OCTOBER, 2014 AMENDMENT TO THE TRANSPORTATION THRESHOLD REQUIREMENT:**

~~With the exception of UCSD, a~~All other development is subject to the Transportation Thresholds in Table 8, with the exception of development by UCSD and development projects which analyzed, pursuant to CEQA, the direct and cumulative impacts of development without the construction of NUC-A and NUC-18. Phasing Plan thresholds. From FY 2000 to buildout, a maximum of 89,030 ADTs were anticipated. The trip generation factors adopted by the City for each type of land use is to be applied to development and the aggregate of ADT resulting from all development is measured against the limits of the Phasing Plan. The determination of equivalent ADTs is made when FBA and DIF charges for specific building permit applications are determined by staff.

**Table 8 Transportation Thresholds**

<b>Threshold 1 – 12,000 ADTS (Completed)</b>					
<b>PFFP #</b>	<b>Description</b>	<b>Dvp.</b>	<b>FBA</b>	<b>Other</b>	<b>Status</b>
NUC-13	Phase I: Regents Road – Executive Dr. to Genesee Ave. Restripe Eastgate Mall to Genesee Ave.) to 3-lane collector.	X	X		Completed
NUC-21	Nobel Dr. Extension and Interchange at I-805		X		Completed
NUC-34	Phase I: Eastgate Mall – Towne Centre Dr. to Miramar Rd. Restripe Eastgate Mall East of I-805 bridge to Miramar Rd. to 1-lane collector.		X		Completed
<b>Threshold 2 – 66,490 ADTS</b>					
NUC-3	Genesee Ave – I-5 to Regents Rd.	X	X		Completed
NUC-33	Judicial Dr. – Golden Haven to Eastgate Mall	X	X		Completed
NUC-36	Judicial Drive – Golden Haven Dr.	X			Completed
NUC-47	Phase III: La Jolla Village Dr. – Torrey Pines Rd to I-805	X	X		Completed
NUC-34	Phase II: Eastgate Mall – Towne Ctr. Dr. to Miramar Rd.		X		TBD
NUC-50	Miramar / I-805 - Easterly Ramps to 300' East of Eastgate Mall		X	X	FY 2013
NUC-A	Genesee Ave. – Nobel Drive to SR-52		X	X	TBD
NUC-C	La Jolla Village Drive - I-805 Interchange Ramps. 1. Convert full cloverleaf to a partial cloverleaf; 2. Widen La Jolla Village Drive bridge over I-805, including approaches, to three through lanes plus an auxiliary lane in each direction; 3. Widen La Jolla Village Dr. from Towne Centre Dr. to I-805 SB on/off ramps to 8 lanes plus an auxiliary eastbound lane.	X	X		FY 2012
<b>Threshold 3 - 88,900 ADTS</b>					
NUC-12	Regents Rd. – AT&SF Bridge to 100' North of Lahitte Court. Construct four-lane major street.		X		Added to NUC-18
NUC-14	Regents Rd. - 100' North of Lahitte Court to Governor Drive. Widen one-half width street to four-lane major street.		X		Added to NUC-18
NUC-18	Regents Road Bridge. Construct four-lane bridge with sidewalks and Class II bicycle lanes.		X		TBD