

## SECTION 5

### PROJECT PHASING

#### 5.1 STATUS OF PHASING PLAN IMPROVEMENTS

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

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

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

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

**TABLE 6.1-1  
TORREY HILLS  
TRANSPORTATION PHASING PLAN**

PHASE	LAND USE	AMOUNT	RATE	TOTAL ADT*	PEAK HOUR TRIPS						TRAFFIC FACILITY IMPROVEMENTS TO BE ASSURED UNLESS OTHERWISE NOTED
					AM PEAK			PM PEAK			
					TOTAL	IN	OUT	TOTAL	IN	OUT	
1-4	Single-Family Dwelling	750 DU	10 /DU	7,500	600	120	480	750	525	225	(1) Complete circulation loop of four lanes of El Camino Real from Carmel Valley Road South to Carmel Mountain Road, and Carmel Mountain Road west to Sorrento Valley Road. Improvements to be as required by Tentative Tract Map. (2) Install traffic signal at El Camino Real and Carmel Valley Road. (3) Install two traffic signals on Carmel Valley Road at Interstate 5 Ramp Intersections. (4) Widen on-ramps and off-ramps at Interstate 5/Carmel Valley Road interchange. (5) Install traffic signal, Sorrento Valley Road and Carmel Mountain Road. (6) Perform revised computerized travel forecast in conjunction with North City West, to the satisfaction of the City Engineer. (7) CIP 62-099.4, Sorrento Valley Road - Sorrento Valley Blvd. to 3300 feet northerly (8) Widen Carmel Valley Road to six lanes from I-5 to the realigned El Camino Real. (9) Construct El Camino Real to six lanes from Carmel Valley Road south to Carmel Mountain Road. Construct Carmel Mountain Road to six lanes from El Camino Real west to Sorrento Valley Blvd. (10) CIP 63-032.0, Sorrento Valley Blvd. bridge over Los Penasquitos Channel. (11) CIP 63-304.0, Sorrento Valley Road - Sorrento Valley Blvd. to I-805. (12) Widen/construct Carmel Valley Road to six lanes from El Camino Real to 300 feet east of Carmel Country Road and with four lanes east to the North City West Boundary. Construct a four lane road from the North City West boundary to Interstate Route 15. (the latter is a regional transportation improvement) OR Construct direct freeway ramp connections (northbound offramp and southbound onramp) at Interstate Route 5 and Carmel Valley Road and widen I-5 between I-805 and Carmel Valley Road (regional transportation improvement)
	Multiple-Family Dwelling	340 DU	8 /DU	2,720	218	44	174	272	190	82	
	Office	312 KSF	20 /KSF	6,240	811	730	81	874	175	699	
	Industrial	292 KSF	15 /KSF	4,380	482	434	48	528	105	420	
	Park	16.2 AC	50 /AC	810	32	18	16	65	32	32	
	Retail	5 KSF	72 /KSF	360	14	9	6	40	20	20	
	Office/Corporate	267 KSF	15 /KSF	4,005	601	541	60	601	60	541	
	Visitor Serving	0 KSF	20 /KSF	0	0	0	0	0	0	0	
	School	4 AC	60 /AC	240	62	37	25	12	4	8	
	<b>TOTALS</b>				<b>26,256</b>	<b>2,821</b>	<b>1,930</b>	<b>890</b>	<b>3,138</b>	<b>1,111</b>	

PHASE	LAND USE	AMOUNT	RATE	TOTAL ADT*	PEAK HOUR TRIPS						TRAFFIC FACILITY IMPROVEMENTS TO BE ASSURED UNLESS OTHERWISE NOTED
					AM PEAK			PM PEAK			
					TOTAL	IN	OUT	TOTAL	IN	OUT	
5	Single-Family Dwelling	1215 DU	10 /DU	12,150	972	194	778	1,215	851	365	(13) Extend Carmel Mountain Road to eastern subdivision boundary. This improvement will be tied to the construction of the shopping center in the eastern portion of the project. (14) Widen /construct Carmel Valley Road to six lanes from El Camino Real to 300 feet east of Carmel Country Road and with four lanes east to the North City West boundary. Construct a continuous four lane road from the North City West boundary east to I-15. (the latter is a regional transportation improvement) AND Construct direct freeway ramp connections (northbound offramp and southbound onramp) at Interstate Route 5 and Carmel Valley Road and widen I-5 between I-805 and Carmel Valley Road (regional transportation improvement) AND Construct freeway ramps at Carmel Mountain Road and Interstate Route 5
	Multiple-Family Dwelling	650 DU	8 /DU	5,200	416	83	333	520	384	156	
	Office	500 KSF	20 /KSF	10,000	1,300	1,170	130	1,400	280	1,120	
	Industrial	292 KSF	15 /KSF	4,380	482	434	48	528	105	420	
	Park	16.2 AC	50 /AC	810	32	18	16	65	32	32	
	Retail	120 KSF	72 /KSF	8,640	346	207	138	950	475	475	
	Office/Corporate	303.4 KSF	15 /KSF	4,551	683	614	68	683	68	614	
	Visitor Serving	38.58 KSF	20 /KSF	732	110	99	11	110	11	99	
	School	4 AC	60 /AC	240	62	37	25	12	4	8	
	<b>TOTALS</b>				<b>46,703</b>	<b>4,403</b>	<b>2,866</b>	<b>1,647</b>	<b>6,480</b>	<b>2,190</b>	

PHASE	LAND USE	AMOUNT	RATE	TOTAL ADT*	PEAK HOUR TRIPS						TRAFFIC FACILITY IMPROVEMENTS TO BE ASSURED UNLESS OTHERWISE NOTED
					AM PEAK			PM PEAK			
					TOTAL	IN	OUT	TOTAL	IN	OUT	
6	Single-Family Dwelling	1334 DU	10 /DU	13,340	1,067	213	854	1,334	934	400	(15) Construct Vista Sorrento Parkway as a four lane major street between Sorrento Valley Blvd and Carmel Mountain Road. Extend Carmel Mountain Road from El Camino Real to the eastern community plan boundary.  (16) Construct subdivision improvements as required by phasing and the City Engineer.
	Multiple-Family Dwelling	650 DU	8 /DU	5,200	416	83	333	520	364	156	
	Office	745 KSF	20 /KSF	14,900	1,937	1,743	194	2,088	417	1,689	
	Industrial	292 KSF	15 /KSF	4,590	522	454	68	564	124	439	
	Park	16.2 AC	50 /AC	810	32	16	16	65	32	32	
	Retail	115 KSF	72 /KSF	8,280	331	199	132	911	455	455	
	Day Care (6)	3 KSF		0	0	0	0	0	0	0	
	Office/Corporate	440.066 KSF	15 /KSF	6,601	990	891	99	990	99	891	
	Visitor Serving	36.58 KSF	20 /KSF	732	110	99	11	110	11	99	
	School	4 AC	60 /AC	240	62	37	25	12	4	8	
TOTALS				64,693	6,468	3,736	1,732	6,691	2,440	4,160	

PHASE	LAND USE	AMOUNT	RATE	TOTAL ADT*	PEAK HOUR TRIPS						
					AM PEAK			PM PEAK			
					TOTAL	IN	OUT	TOTAL	IN	OUT	
7	Single-Family Dwelling	1334 DU	10 /DU	13,340	1,087	213	854	1,334	934	400	
	Multiple-Family Dwelling	770 DU	8 /DU	6,160	493	99	394	618	431	185	
	Office	950 KSF	20 /KSF	19,000	2,470	2,223	247	2,660	532	2,128	
	Industrial	400 KSF	15 /KSF	6,000	680	594	68	720	144	576	
	Park	16.2 AC	50 /AC	810	32	16	16	65	32	32	
	Retail	170 KSF	72 /KSF	12,240	490	294	198	1,348	673	673	
	Day Care (6)	3 KSF		0	0	0	0	0	0	0	
	Office/Corporate	440.066 KSF	15 /KSF	6,601	990	891	99	990	99	891	
	Visitor Serving	36.58 KSF	20 /KSF	732	110	99	11	110	11	99	
	School	4 AC	60 /AC	240	62	37	25	12	4	8	
TOTALS				65,123	6,374	4,466	1,908	7,853	2,860	4,993	

NOTES:

- Improvements to be completed, under contract, bonded or scheduled in the City Capital Improvements Program, or programmed in the State Transportation Improvement Program to the satisfaction of the City Engineer before exceeding the allowable levels of development in the columns above.
- It should be noted that this plan is intended to serve as a guideline for sequential development of street improvements. Because the geographic order of development is not certain, it will be necessary to review annually and revise this phasing plan in order to reflect current land development proposals and actual trip generation rates and trip distribution.
- All streets within the boundaries of the Community Plan shall be improved to full width as part of the development on adjacent parcels. Traffic signals shall be constructed as required via the Tentative Tract Map.
- Total permitted ADT by land use can be adjusted so that ADT's are transferred from one land use to another so long as the listed total ADT's from all land use is not exceeded, subject to additional studies as required by the City Engineer. The additional studies must evaluate if the uses different from those assumed in this plan invalidate the ADT and/or peak hour traffic calculations and therefore, the phasing of transportation improvements.
- Thresholds for each section are governed by the issuance of building permits and not the recordation of final maps.
- The 3 KSF of Day Care is a component of the industrial uses in the project. Its traffic generation is included in the ind