

TABLE 3  
**TRANSPORTATION PHASING PLAN  
 FOR SORRENTO HILLS**

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

TABLE 3 (Continued)

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

TABLE 3 (Continued)

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

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

TABLE 3 (Continued)

proposals and actual trip generation rates and trip distribution.

3. All streets within the boundaries of the Community Plan shall be improved to full width as part of the development on adjacent parcels. Traffic signals shall be constructed as required via the Tentative Tract Map.
4. Total permitted ADT by land use can be adjusted so that ADT's are transferred from one land use to another so long as the listed total ADT's from all land use is not exceeded, subject to additional studies as required by City Engineer. The additional studies must evaluate if the uses different from those assumed in this plan invalidate the ADT and/or peak hour traffic calculations and therefore, the phasing of transportation.
5. Thresholds for each section are governed by the issuance of building permits and not the recordation of final maps.