



America's Finest City

THE CITY OF SAN DIEGO



Assessment Engineer's Report

GENESEE AVENUE & NORTH TORREY PINES ROAD MAINTENANCE ASSESSMENT DISTRICT

Annual Update for Fiscal Year 2010

under the provisions of the

San Diego Maintenance Assessment District Ordinance
of the San Diego Municipal Code

and

Landscaping & Lighting Act of 1972
of the California Streets & Highways Code

Prepared For

City of San Diego, California

Prepared By

AECOM

7807 Convoy Court, Suite 200
San Diego, CA 92111
(858) 268-8080

May 2009

CITY OF SAN DIEGO

Mayor

Jerry Sanders

City Council Members

Sherrí Lightner
District 1

Carl DeMaio
District 5

Kevin Faulconer
District 2 (Council President Pro Tem)

Donna Frye
District 6

Todd Gloria
District 3

Marti Emerald
District 7

Anthony Young
District 4

Ben Hueso
District 8 (Council President)

City Attorney

Jan Goldsmith

Chief Operating Officer

Jay Goldstone

City Clerk

Elizabeth Maland

Independent Budget Analyst

Andrea Tevlin

City Engineer

Afshin Oskoui

Assessment Engineer

AECOM USA, Inc.

Table of Contents

Assessment Engineer's Report
Genesee Avenue & North Torrey Pines Road
Maintenance Assessment District

Preamble.....	1
Executive Summary	2
Background	3
District Proceedings for Fiscal Year 2010.....	3
Bond Declaration	4
District Boundary.....	4
Project Description	4
Separation of General and Special Benefits.....	5
Cost Estimate.....	6
Estimated Costs	6
Annual Cost-Indexing.....	6
Method of Apportionment.....	6
Estimated Benefit of Improvements	6
UC Regents In-Lieu Maintenance	7
Apportionment Methodology	8
Land Use Factor.....	8
Benefit Factor.....	10
Equivalent Benefit Units (EBUs)	12
Summary Results	13

EXHIBITS

Exhibit A: Boundary Map

Exhibit B: Estimated Annual Expense, Revenues & Reserves

Exhibit C: Assessment Roll

Assessment Engineer's Report

Genesee Avenue & North Torrey Pines Road

Maintenance Assessment District

Preamble

Pursuant to the provisions of the "San Diego Maintenance Assessment District Ordinance" (being Division 2, Article 5, Chapter VI beginning at Section 65.0201 of the San Diego Municipal Code), provisions of the "Landscaping and Lighting Act of 1972" (being Part 2 of Division 15 of the California Streets and Highways Code), applicable provisions of "Proposition 218" (being Article XIID of the California Constitution), and provisions of the "Proposition 218 Omnibus Implementation Act" (being California Senate Bill 919) (the aforementioned provisions are hereinafter referred to collectively as "Assessment Law"), in connection with the proceedings for the GENESEE AVENUE & NORTH TORREY PINES ROAD MAINTENANCE ASSESSMENT DISTRICT (hereinafter referred to as "District"), AECOM USA, INC., as Assessment Engineer to the City of San Diego for these proceedings, submits herewith this report for the District as required by California Streets and Highways Code Section 22565.

FINAL APPROVAL, BY RESOLUTION NO. _____ ,
ADOPTED BY THE CITY COUNCIL OF THE CITY OF SAN
DIEGO, COUNTY OF SAN DIEGO, CALIFORNIA, ON THE
_____ DAY OF _____, 2009.

Elizabeth Maland, CITY CLERK
CITY OF SAN DIEGO
STATE OF CALIFORNIA

Executive Summary

Project: Genesee Avenue & North Torrey Pines Road
 Maintenance Assessment District

Apportionment Method: Equivalent Benefit Unit (EBU)

	FY 2009	FY 2010 ⁽¹⁾	Maximum ⁽²⁾ Authorized
Total Parcels Assessed:	109	109	--
Total Estimated Assessment:	\$423,523	\$153,379	--
Total Number of EBUs:	5,334.64	5,334.64	--
<i>Zone 1</i>	4,560.76	4,560.76	--
<i>Zone 2</i>	773.88	773.88	--
Assessment per EBU:			
<i>Zone 1</i>	\$85.60	\$31.00	\$101.38 ⁽³⁾
<i>Zone 2</i>	\$42.80	\$15.50	\$50.69 ⁽³⁾

⁽¹⁾ FY 2010 is the City's Fiscal Year 2010, which begins July 1, 2009 and ends June 30, 2010. Total Parcels Assessed, Total Estimated Assessment, and Total Number of EBUs may vary from prior fiscal year values due to parcel changes and/or land use re-classifications.

⁽²⁾ Maximum authorized annual amounts subject to cost-indexing provisions as set forth in this Assessment Engineer's Report.

⁽³⁾ Prior fiscal year's maximum authorized annual assessment increased by cost-indexing factor of 6.16%.

Annual Cost-Indexing: The maximum authorized assessment rate has been increased based on the approved annual cost-indexing provisions.

Bonds: No bonds will be issued in connection with this District.

Background

The Genesee Avenue & North Torrey Pines Road Maintenance Assessment District (District) is generally bounded by Torrey Pines State Reserve to the north and west, Genesee Avenue and Salk Institute Road to the south, and Interstate 5 to the east. The District includes those parcels that receive access from the improved stretches of Genesee Avenue and North Torrey Pines Road, including the following collector streets: Callan Road, Science Park Road, John Jay Hopkins Drive, Science Center Drive, and Torrey Pines Scenic Drive.

Many of the District improvements were installed as part of a City funded capital improvement project that realigned and improved the intersection of Genesee Avenue and North Torrey Pines Road, the two primary streets serving the area. The intersection of Genesee Avenue and North Torrey Pines Road is a primary gateway to the Torrey Pines mesa. District landscaping was required to be maintained by a private contractor for a prescribed establishment period prior to becoming eligible for inclusion in the District. This establishment period has since ended, and much of the improvements are in need of renewal and maintenance at this time.

The City retained AECOM USA, Inc. (AECOM), formerly Boyle Engineering Corporation, to prepare an Assessment Engineer's Report for Fiscal Year 2007 and beyond. The Assessment Engineer's Report was approved and assessments confirmed in Fiscal Year 2007.

District Proceedings for Fiscal Year 2010

This District is authorized and administered under the provisions of the "San Diego Maintenance Assessment District Ordinance" (being Division 2, Article 5, Chapter VI beginning at Section 65.0201 of the San Diego Municipal Code), provisions of the "Landscaping and Lighting Act of 1972" (being Part 2 of Division 15 of the California Streets and Highways Code), applicable provisions of "Proposition 218" (being Article XIII D of the California Constitution), and provisions of the "Proposition 218 Omnibus Implementation Act" (being California Senate Bill 919) (the aforementioned provisions are hereinafter referred to collectively as "Assessment Law"). This report has been prepared in compliance with Assessment Law.

The purpose of the proposed proceedings and this Assessment Engineer's Report is to update the District budget and assessments for Fiscal Year 2010. The Fiscal Year 2010 assessments proposed within this Assessment Engineer's Report are equal to or less than the maximum authorized assessment. Therefore, the vote requirements of Section 4 of Article XIID do not apply to these proceedings.

A public hearing will be scheduled where public testimony will be heard by the Council, and the Council may, at its discretion, adopt a resolution ordering the levying of the proposed assessments.

Bond Declaration

No bonds will be issued in connection with this District.

District Boundary

The District is generally bounded by Torrey Pines State Reserve to the north and west, Genesee Avenue and Salk Institute Road to the south, and Interstate 5 to the east. The District includes those parcels that receive access from the improved Genesee Avenue and North Torrey Pines Road corridors, including the following collector streets: Callan Road, Science Park Road, John Jay Hopkins Drive, Science Center Drive, and Torrey Pines Scenic Drive. For benefit apportionment purposes, the District has been divided into two zones.

The Boundary Map and Assessment Diagram for the District are on file in the Maintenance Assessment Districts section of the Park and Recreation Department of the City of San Diego and by reference is made a part of this report. The Boundary Map and Assessment Diagram for the District are available for public inspection during normal business hours. A reduced copy of the Boundary Map is included as Exhibit A.

Project Description

The project to be funded by the proposed assessments is the maintenance of three improvement areas, generally described as follows:

- ◆ **Genesee Avenue** – Median and right-of-way improvements along Genesee Avenue from Interstate 5 to North Torrey Pines Road.

- ◆ ***North Torrey Pines Road*** – Median and right-of-way improvements along North Torrey Pines Road from Torrey Pines Scenic Drive to the northern boundary of the District, including the Callan Road interchange near the entrance to Torrey Pines Golf Course.
- ◆ ***Campus Right-of-Way*** – Right-of-way improvements along Genesee Avenue and North Torrey Pines Road fronting the University of California, San Diego (UCSD) campus.

For additional detail as to location and type of improvements, please refer to District mapping of maintenance elements on file with the City Park and Recreation Department.

Maintenance activities include, but are not limited to, the following: sweeping, weeding, and removal of debris; mulching and replanting; pruning of planted medians; yearly pruning of eucalyptus trees; and irrigation inspection and repair. The District may also fund minor capital improvements to the extent such improvements are consistent with the apportionment methodology.

The engineering drawings for the improvements to be maintained by the District are on file at Map and Records in the Development Services Department. The improvements and services provided by the District will be maintained in accordance with specifications and contracts on file with the Park and Recreation Department. These documents are available for public inspection during normal business hours.

Separation of General and Special Benefits

Consistent with City policy for the public at large, the City will provide the District with annual contributions from the Gas Tax Fund for median maintenance (32.20¢ per square foot of landscaped median and 12.84¢ per square foot of hardscaped median). These cost allocations, reviewed and adjusted annually by the City, are considered to be “general benefit” administered by the District. All other maintenance, operations, and administration costs associated with the District, which exceed the City’s contribution to the public at large, are accordingly considered to be “special benefit” funded by the District.

Cost Estimate

Estimated Costs

Estimated Fiscal Year 2010 annual expenses, revenues, reserves, and assessments (provided by the City) are included as Exhibit B hereto.

Annual Cost-Indexing

With the passage of Proposition 218, any proposed increase in assessments must be placed for approval before the property owners by a mail ballot and a public hearing process, similar to these proceedings. A majority of ballots received must be affirmative for the City Council to confirm and levy the increased assessments. For small assessment districts or districts with relatively low dollar assessments, the cost of an engineer's report, balloting, and the public hearing process can potentially exceed the total cost of the increase. These incidental costs of the proceedings can be added to the assessments, resulting in even higher assessments.

Indexing assessments annually to the San Diego Consumer Price Index for Urban Consumers (SDCPI-U) plus 3%, as approved by the District property owners in Fiscal Year 2007, allows for minor increases for normal maintenance and operating cost escalation without incurring the costs of the Proposition 218 ballot proceedings. Any significant change in the assessment initiated by an increase in service provided or other significant changes to the District would still require the Proposition 218 proceedings and property owner approval.

The maximum authorized assessment established in the Fiscal Year 2007 proceedings are authorized to be indexed (increased or decreased) annually by the factor published in the SDCPI-U plus 3%. The maximum authorized assessment rates contained within this Assessment Engineer's Report have been indexed in accordance with these cost-indexing provisions.

Method of Apportionment

Estimated Benefit of Improvements

The Transportation Element of the *University Community Plan*

(Community Plan) and the general policy recommendations found in the City's *Progress Guide & General Plan* (General Plan) establish several goals and guidelines for the planned development of the community. The proposed improvements are consistent with these goals. The City's General Plan and Community Plan supports the establishment of community-based landscape improvement and maintenance districts, such as this District, to fund maintenance of enhanced improvements and services.

The proposed District improvements are generally located along the major transit corridors. Genesee Avenue and North Torrey Pines Road are the backbone of the street network within the District. They serve as the primary access routes for inter-community and intra-community trips. All parcels within the District benefit from the enhancement of these streets and the enhanced community image provided by the improvements being maintained by the District. The intersection of Genesee Avenue and North Torrey Pines Road is a primary gateway to the Torrey Pines mesa.

The District has been divided into two zones (as shown in Exhibit A) for benefit apportionment purposes. The two zones are generally described as follows:

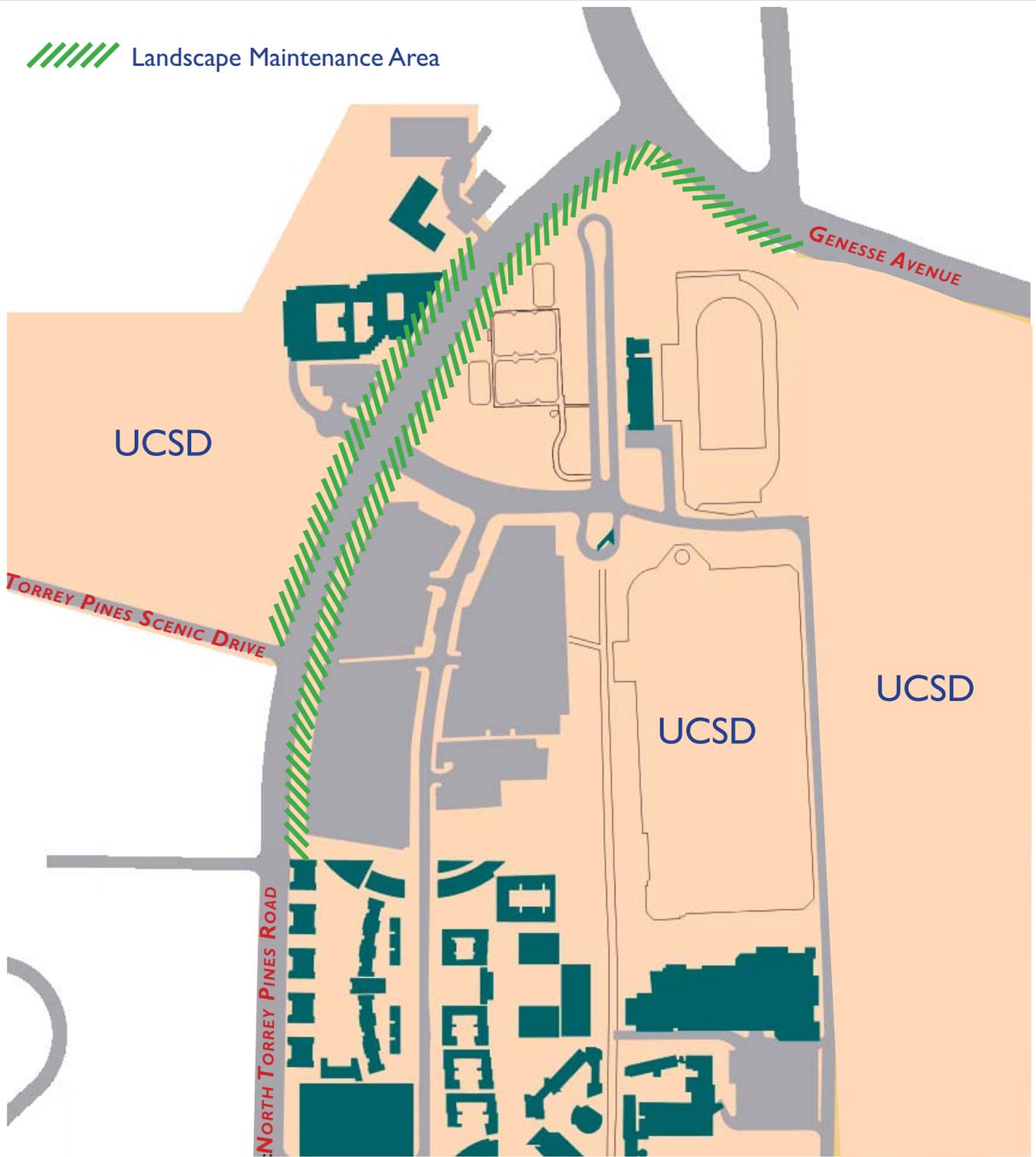
- ◆ **Zone 1** – Encompasses the entire District with the exception of the Science Center Drive area (Zone 2).
- ◆ **Zone 2** – Encompasses the Science Center Drive area of the District, located adjacent to Interstate 5. Parcels within Zone 2 receive a lesser degree of benefit than parcels in Zone 1 given their relative proximity to the Interstate 5 corridor and physical separation from the Torrey Pines mesa. Accordingly, Zone 2 parcels have been assigned a reduced (50%) assessment rate.

UC Regents In-Lieu Maintenance

The Regents of the University of California (UC Regents) own property located within the District. To foster an aesthetically pleasing environment, the UC Regents have historically maintained and continue to maintain right-of-way improvements along Genesee Avenue and North Torrey Pines Road (see "Landscape Maintenance Area" shown in Figure 1). These identified improvements, located within the defined District maintenance corridor, are of like character and nature to the improvements funded by the assessments. The estimated cost of

NORTH TORREY PINES/GENESEEE (AREAS OF UCSD MAINTENANCE)

 Landscape Maintenance Area



maintaining these identified improvements is equal to or in excess of the proportional degree of benefit conferred upon UC Regents properties from the improvements funded by the assessments. Consistent with the apportionment methodology, and recognizing the reciprocal and commensurate maintenance commitment, the UC Regents will not be assessed as part of the District.

Apportionment Methodology

The total cost for maintenance of the improvements will be assessed to the various parcels in the District in proportion to the estimated Equivalent Benefit Units (EBUs) assigned to a parcel in relationship to the total EBUs of all the parcels in the District. EBUs for each parcel have been determined as a function of two factors – a Land Use Factor and a Benefit Factor – related as shown in the following equation:

$$\text{EBUs} = (\text{Acres or Units}) \times \text{Land Use Factor} \times \text{Benefit Factor}$$

Each of these factors is discussed below. Parcels determined to receive no benefit from maintenance of the District improvements have been assigned zero (0) EBUs.

Land Use Factor

Since the proposed District improvements are primarily associated with the Transportation Element of City's General Plan and Community Plan, trip generation rates for various land use categories (as previously established by the City's Transportation Planning Section) have been used as the primary basis for the development of Land Use Factors. While these trip generation rates address vehicular trips, they are also considered to approximately reflect relative trip generation for other modes of transportation (e.g., pedestrian trips, bicycle trips, etc.), and are considered the best available information for these other transportation modes.

Trip generation rates provide the required nexus and basis for assigning relative proportionality of potential benefit to the various land use/zoning classifications (as defined by the City's Municipal Code) within the District. Land use/zoning classifications have been grouped with averaged trip generation rates assigned to establish the Land Use Factors as shown in Table 1.

TABLE 1: Land Use Factors

Land Use/Zoning	Code	Land Use Factor ⁽¹⁾
Residential – Single Family (detached)	SFD	1.0 per dwelling unit
Residential – Condominium	CND	0.7 per dwelling unit
Residential – Multi-Family & Apartment	MFR	0.7 per dwelling unit
Commercial – Office & Retail	COM	45.0 per acre
Educational – College & University	ECU	9.0 per acre
Golf Course	GLF	0.80 per acre
Hospital & Medical Facility	HMF	30.0 per acre
Hotel	HTL	15.0 per acre
Industrial & Institutional	IND	15.0 per acre
Open Space (designated)	OSP	0 per acre
Park – Undeveloped	PKU	0.5 per acre
Recreational Facility	REC	3.0 per acre
Street/Roadway	STR	0 per acre
Regents of the University of California	UCR	0.0 per acre ⁽²⁾
Undevelopable	UND	0 per acre

⁽¹⁾ Proportional to trip generation rates contained in the City of San Diego *Trip Generation Manual* (May 2003).

⁽²⁾ Excluded from assessment based on proportional in-lieu maintenance commitment (see “UC Regents In-Lieu Maintenance” section of this report).

Designated open space serves primarily to preserve natural landscape and habitat. While access for study and passive recreation is often permitted, these activities are allowed only to the extent they are consistent with the primary purpose of natural preservation. Since this land is essentially “unused” in the customary terms of land use (which relate to human use and development), the trip generation rate is zero. Therefore, the designated open space itself receives no benefit from the District improvements and has been assigned a Land Use Factor of zero.

While those traveling the streets and roadways visually enjoy the enhanced improvements being maintained by the District, the actual benefit accrues to the lands at the origins and destinations of their trips, not to the lands of the streets and roadways, themselves. Accordingly, the Streets/Roadways category receives no benefit and has been assigned a Land Use Factor of zero.

The Recreational Facility category includes those parcels that consist primarily of concentrated facilities, such as swimming pools, gymnasiums, racquetball clubs, etc. Recreational facilities of a more

dispersed nature (e.g., parks, golf courses, etc.) have been categorized separately.

Benefit Factor

The Land Use Factor described above establishes a proportionality of relative intensity of use (or potential use) for the various parcels of land within the District. It does not address the relationship of this use to the specific improvements to be maintained by the District. This relationship is reflected in the Benefit Factor utilized in the assessment methodology.

In determining the Benefit Factor for each land use category, the subcomponents of the benefits of District improvements may include some or all of the following: public safety, view corridors and aesthetics, enhancement of commercial identity, drainage corridors, and recreational potential. The subcomponents used for this District are public safety and aesthetics.

As Benefit Factors and their subcomponents are intended to reflect the particular relationships between specific land uses within a district and the specific improvements maintained by the district, Benefit Factors will generally vary from one district to another, based on the specific character and nature of the applicable land uses and improvements being maintained. For a given land use, the overall Benefit Factor is equal to the sum of the subcomponent values. If a land use category receives no benefit from a subcomponent, then a value of zero is assigned to that subcomponent. A composite Benefit Factor of 1.0 indicates that full benefit is received. A value less than 1.0 indicates that less than full benefit is received.

The applicable benefit subcomponents and resultant composite Benefit Factors determined for the various Land Use/Zoning categories within this District are as shown in Table 2.

TABLE 2: Benefit Factors by Land Use

Land Use/Zoning	Public Safety (Max. 0.4)	Aesthetics (Max. 0.6)	Composite Benefit Factor (Max. 1.0)
Residential – All	0.4	0.6	1.0
Commercial – Office & Retail	0.4	0.4	0.8
Educational – College & University	0.4	0.2	0.6
Golf Course	0.4	0.0	0.4
Hospital & Medical Facility	0.4	0.4	0.8
Hotel	0.4	0.4	0.8
Industrial & Institutional	0.4	0.4	0.8
Open Space (designated)	0.4	0.0	0.4
Park – Undeveloped	0.4	0.0	0.4
Recreational Facility	0.4	0.0	0.4
Street/Roadway	0.4	0.0	0.4
Regents of the University of California	0.0	0.0	0.0 ⁽¹⁾
Undevelopable	0.4	0.0	0.4

⁽¹⁾ Excluded from assessment based on proportional in-lieu maintenance commitment (see “UC Regents In-Lieu Maintenance” section of this report).

Public Safety. All land uses are considered to receive the maximum available benefit from the public safety aspect of the District improvements. Public safety is essential to all land uses, and even to lands, such as designated open space, held in stewardship with only incidental human use.

Aesthetics. The degree of benefit received from the aesthetic aspect of the District improvements varies among land use categories. Generally, by nature of their use, residential lands receive the greatest benefit from the reduced traffic congestion, reduced noise levels, greater separation from traffic and generally more tranquil environment provided by landscaped and hardscaped medians and right-of-ways.

Commercial, industrial and institutional uses, on the other hand, often thrive on higher densities, greater traffic access, and a higher level of activity in the vicinity of their enterprises. These uses, accordingly, receive a lesser degree of benefit from the general

insulation and separation provided by the aesthetic elements of District improvements.

Lands in the Golf Course, Open Space, Parks, Recreational Facility, Street/Roadway and Undevelopable categories are considered to receive no significant benefit from the aesthetic elements of District improvements, as enhanced aesthetic quality of other lands in their vicinity does not affect their function, use, or value.

Equivalent Benefit Units (EBUs)

As described above, the number of Equivalent Benefit Units (EBUs) attributable to each parcel in the District has been calculated, based on the preceding factors, as follows:

$$\text{EBUs} = (\text{Acres or Units}) \times \text{Land Use Factor} \times \text{Benefit Factor}$$

Based on the above formula, the EBUs calculated for each property, can be found in the Assessment Roll (Exhibit C).

Summary Results

The District Boundary is presented in Exhibit A.

An estimate of the costs of the improvements provided by the District is included as Exhibit B to this report.

The assessment methodology utilized is as described in the text of this report. Based on this methodology, the EBUs and Fiscal Year 2010 District assessment for each parcel were calculated and are shown in the Assessment Roll (Exhibit C).

Each lot or parcel of land within the District has been identified by unique County Assessor's Parcel Number on the Assessment Roll and the Boundary Map and Assessment Diagram referenced herein. The net assessment for each parcel for Fiscal Year 2010 can be found on the Assessment Roll.

This report has been prepared and respectfully submitted by:

AECOM USA, INC.

Eugene F. Shank, PE

C 52792

Carolyn R. Crull

I, _____, as CITY CLERK of the CITY OF SAN DIEGO, COUNTY OF SAN DIEGO, CALIFORNIA, do hereby certify that the Assessment as shown on the Assessment Roll, together with the Assessment Diagram, both of which are incorporated into this report, were filed in my office on the ____ day of _____, 2009.

Elizabeth Maland, CITY CLERK
CITY OF SAN DIEGO
STATE OF CALIFORNIA

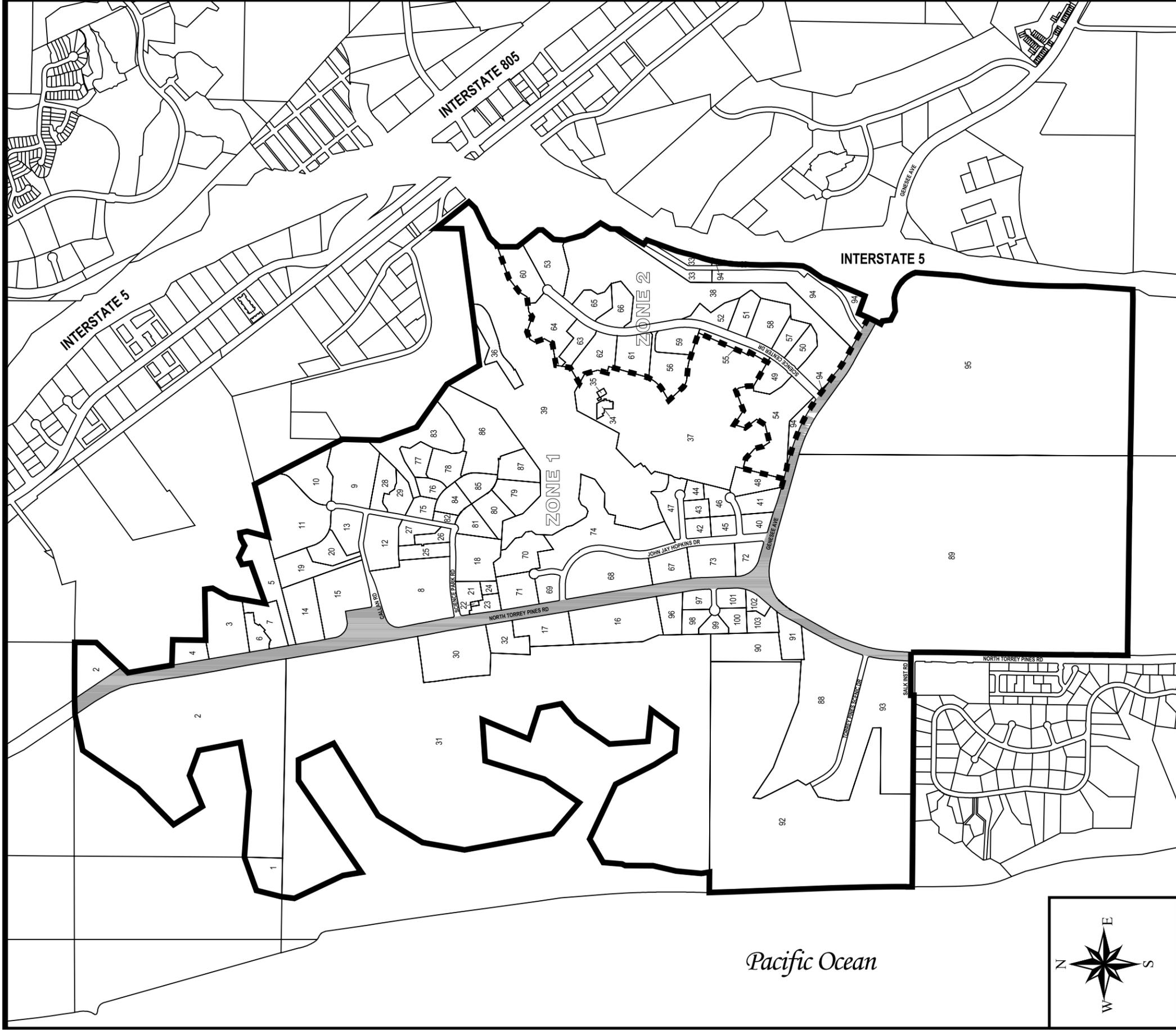
I, _____, as CITY CLERK of the CITY OF SAN DIEGO, COUNTY OF SAN DIEGO, CALIFORNIA, do hereby certify that the foregoing Assessment, together with the Assessment Diagram incorporated into this report, was approved and confirmed by the CITY COUNCIL of said City on the ____ day of _____, 2009.

Elizabeth Maland, CITY CLERK
CITY OF SAN DIEGO
STATE OF CALIFORNIA

I, _____, as CITY ENGINEER of the CITY OF SAN DIEGO, COUNTY OF SAN DIEGO, CALIFORNIA, do hereby certify that the foregoing Assessment, together with the Assessment Diagram was recorded in my office on the ____ day of _____, 2009.

Afshin Oskoui, CITY ENGINEER
CITY OF SAN DIEGO
STATE OF CALIFORNIA

EXHIBIT A



BOUNDARY MAP & ASSESSMENT DIAGRAM

FILED IN THE OFFICE OF THE CITY CLERK OF THE CITY OF SAN DIEGO, STATE OF CALIFORNIA, THIS ___ DAY OF _____, 2006.

ELIZABETH MALAND, CITY CLERK
CITY OF SAN DIEGO
STATE OF CALIFORNIA

PREPARED BY:
BOYLE ENGINEERING CORPORATION
7807 Conroy Court, Suite 200, San Diego, California 92111 (659) 268-8080

I HEREBY CERTIFY THAT THE WITHIN MAP SHOWING PROPOSED BOUNDARIES OF THE GENESEE AVENUE & NORTH TORREY PINES ROAD MAINTENANCE ASSESSMENT DISTRICT, WAS APPROVED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF, HELD ON THE ___ DAY OF _____, 2006, BY ITS RESOLUTION NO. _____.

ELIZABETH MALAND, CITY CLERK
CITY OF SAN DIEGO
STATE OF CALIFORNIA

AN ASSESSMENT WAS LEVIED BY THE CITY COUNCIL OF THE CITY OF SAN DIEGO ON THE LOTS, PIECES, AND PARCELS OF LAND SHOWN ON THIS ASSESSMENT DIAGRAM. SAID ASSESSMENT WAS LEVIED ON THE ___ DAY OF _____, 2006. SAID ASSESSMENT DIAGRAM AND THE ASSESSMENT ROLL WERE RECORDED IN THE OFFICE OF THE SUPERINTENDENT OF STREETS OF THE CITY OF SAN DIEGO, STATE OF CALIFORNIA ON THE ___ DAY OF _____, 2006. REFERENCE IS MADE TO THE ASSESSMENT ROLL RECORDED IN THE OFFICE OF THE SUPERINTENDENT OF STREETS FOR THE EXACT AMOUNT OF EACH ASSESSMENT LEVIED AGAINST EACH PARCEL OF LAND SHOWN ON THIS ASSESSMENT DIAGRAM.

LEGEND:
 District Boundary
 Zone Boundary
 Parcel Line
 Improvement Area *

NOTE:
FOR A DETAILED DESCRIPTION OF THE LINES AND DIMENSIONS OF LOTS OR PARCELS SHOWN ON THIS MAP, REFER TO THE COUNTY ASSESSOR'S MAPS WHICH SHALL GOVERN WITH RESPECT TO ALL DETAILS CONCERNING THE LINES AND DIMENSIONS OF SUCH LOTS OR PARCELS.

* REFER TO THE ENGINEER'S REPORT & REFERENCED DOCUMENTS FOR DETAILED LOCATION & TYPE OF IMPROVEMENTS



CITY OF
SAN DIEGO

GENESEE AVENUE & NORTH TORREY PINES ROAD MAINTENANCE ASSESSMENT DISTRICT

W.O. _____ DATE: FEB 2006 REVS: _____

EXHIBIT B

EXHIBIT B - Estimated Annual Expenses, Revenues & Reserves

Genesee Avenue & North Torrey Pines Road - Fund 70253

	FY 2008 BUDGET	FY 2009 BUDGET	FY 2010 BUDGET
BALANCE FROM PRIOR YEAR	\$ 219,148	\$ 486,176	\$ 859,835
REVENUE			
Assessments	\$ 423,523	\$ 423,523	\$ 153,379
Interest	\$ 8,000	\$ 24,400	\$ 11,000
Environmental Growth Fund	\$ -	\$ -	\$ -
Gas Tax Fund	\$ 60,174	\$ 58,991	\$ 59,459
General Fund	\$ -	\$ -	\$ -
Miscellaneous	\$ -	\$ -	\$ -
TOTAL REVENUE	\$ 491,697	\$ 506,914	\$ 223,838
TOTAL BALANCE AND REVENUE	\$ 710,845	\$ 993,090	\$ 1,083,673
EXPENSE			
CAPITAL IMPROVEMENTS PROGRAM	\$ -	\$ -	\$ 500,000
OPERATING EXPENSE			
Personnel	\$ 18,242	\$ 18,701	\$ 18,201
Contractual	\$ 184,000	\$ 98,000	\$ 161,000
Incidental	\$ 42,511	\$ 32,379	\$ 34,296
Utilities	\$ 14,510	\$ 14,307	\$ 9,940
TOTAL OPERATING EXPENSE	\$ 259,263	\$ 163,387	\$ 223,437
TOTAL EXPENSES	\$ 259,263	\$ 163,387	\$ 723,437
RESERVE			
Contingency Reserve	\$ 451,582	\$ 829,703	\$ 360,236
TOTAL RESERVE	\$ 451,582	\$ 829,703	\$ 360,236
BALANCE	\$ 0	\$ 0	\$ (0)
TOTAL EXPENSE, RESERVE AND BALANCE	\$ 710,845	\$ 993,090	\$ 583,673

EXHIBIT C

Due to the size of the Assessment Roll (Exhibit C), only limited copies are available. Please contact the City of San Diego, Park & Recreation Department, Open Space Division, Maintenance Assessment Districts Program at (619) 685-1350 to review the Assessment Roll.