

DATE ISSUED: January 26, 2005 REPORT NO. 05-021

ATTENTION: Honorable Mayor and City Council
Docket of January 31, 2005

SUBJECT: Torrey Highlands Transportation Phasing Plan

REFERENCE: Torrey Highlands Public Facilities Financing Plan and Facilities Benefit
Assessment, Fiscal Year 2004

SUMMARY

Issue – Should the Council approve a revision to the Transportation Phasing Plan for Torrey Highlands?

Manager’s Recommendation – Approve the proposed revision to the Torrey Highlands Transportation Phasing Plan.

Planning Commission Recommendation - None.

Community Planning Group Recommendation – There is no recognized planning group in Torrey Highlands.

Environmental Impact - The City of San Diego, as lead agency, has reviewed and considered an EIR, LDR File No. 93-0152 , dated June 27, 1996, covering this activity. Certified August 5, 1996, by Resolution No. R-287748.

Fiscal Impact – The proposed revision will increase the rate at which Facilities Benefit Assessments are collected in Torrey Highlands.

Code Enforcement Impact - None by this action.

Business Impact Statement - The proposed revision will have an impact on the ability of developers to complete subdivisions in Torrey Highlands.

BACKGROUND

On October 22, 1996, the City Council adopted the first Public Facilities Financing Plan for Torrey Highlands, Subarea IV of the North City Future Urbanizing Area. Included in this document, as an appendix, was the Torrey Highlands Transportation Phasing Plan. The Transportation Phasing Plan regulates the issuance of building permits in Torrey Highlands by land use category so that the rate of development does not exceed the capacity of the transportation facilities to accommodate such development. The basis for identifying the traffic impacts of each land use category is average daily trips (ADTs). The subarea is now in Phase Four out of the six phases established by the plan. The plan was previously amended in August 2001 with the adoption of the Fiscal Year 2002 Public Facilities Financing Plan. This action shifted ADTs from one land use category to another to reflect changes in the subarea plan.

DISCUSSION

By October 2003, residential building permits with impacts totaling 17,000 ADTs had been issued. This was the maximum limit of residential development allowed in Phase Four out of a total of 23,692 ADTs allowed at the conclusion of the phasing plan (Phase Six). The cessation of residential permit issuance left approved subdivisions partially completed. In order to exceed the Phase Four limitation, the assurance of six transportation improvements is required. While most of these projects are already assured, the remaining impediment to further residential development is the northbound connectors from State Route 56 to Interstate 5. The project is not expected to be assured for several years. To allow uncompleted subdivisions to develop in their entirety, City staff and Torrey Highlands developers have been working toward a solution that would allow some residential development to proceed short of full satisfaction of Phase Four requirements since the opening of State Route 56.

Developers have submitted a traffic study showing the impacts of State Route 56 for staff review. Based on this review, the results of this study support the creation of a sub-phase of development within Phase Four. This review shows that the existing level of service at the State Route 56 and Camino Del Sur interchange and the surrounding roadway network is operating at an acceptable or better level. Based on this analysis, it is recommended that the Torrey Highlands Transportation Phasing Plan be revised to allow an additional 1,100 average daily trips for a new residential limit of 18,100 ADTs.

ALTERNATIVES

Do not approve the revision to the Transportation Phasing Plan. This will have the effect of preventing any residential development in Torrey Highlands for several years.

Respectfully submitted,

S. Gail Goldberg, AICP
Planning Director

Approved: Patricia T. Frazier
Deputy City Manager

GOLDBERG/GH

Attachment: [Proposed Revisions to the Torrey Highlands Transportation Phasing Plan](#)