

## VI. Public Facilities and Services

### A. PUBLIC IMPROVEMENTS

Public improvements shall be provided as described below:

#### General:

The "General Conditions for Tentative Subdivision Maps" filed in the office of the City Clerk under Document No. 767688, on May 7, 1998, or as amended, shall be made a condition of map approval. Only those exceptions to the General Conditions which are shown on the tentative map and covered in these special conditions will be authorized.

The subdivider must provide a geological report on the subject properties to determine the stability of the soil. All slopes shall be constructed in accordance with the provisions of San Diego Municipal Code Section 62.0410 et seq.

Undergrounding of existing and/or proposed public utility systems and service facilities is required according to San Diego Municipal Code Section 102.0404, Subsection 2.

#### On-Site Street Improvements:

Street improvements shall be provided as shown on Figure 49, as described below:

##### 1. Camino de la Reina

- a. Widen to 78-foot curb-to-curb width major street (within a 98-foot right-of-way width), except adjacent to the existing Bullocks Store, from SR-163 to Qualcomm Way to provide for four lanes with center islands, parking lanes, sidewalks, street lighting, and bus turnouts as required.
- b. Construct adequate drainage system to control drainage on street and conduct runoff to flood channel.
- c. Construct or modify traffic signals at Mission Center Road and Qualcomm Way, and at Camino del Este.

- d. Construct pedestrian overpass westerly of Mission Center Road.
- e. Realign roadway approaching the SR-163 underpass and reconnect lateral roadway to the satisfaction of City Engineer. Remove and restore surplus roadway.
- f. Provide bike path generally paralleling Camino De La Reina. Path shall be eight feet wide within a 12-foot (minimum) right-of-way, and crossings of street with four lanes or more shall be at signalized intersection or shall be separated from street grade.

2. Mission Center Road

- a. Construct 102-foot curb-to-curb width major street (within 122-foot right-of-way) between Camino De La Reina and the fully completed section to north of river, including six travel lanes, center islands, parking lanes, sidewalks, and street lights.
- b. Construct six-lane roadway across flood channel, with same cross-section required in 2.a. above.
- c. Construct adequate drainage system to control street drainage and conduct runoff to flood channel.
- d. Modify traffic signals at Camino Del Rio North.
- e. Widen Mission Center Road from Camino Del Rio North to Camino De La Reina to six-lane major street standards.

3. Stadium Way

- a. Construct as 102-foot curb-to-curb width major street (within 122-foot right-of-way) from Camino De La Reina to north of the river and complete the improvements to Friars Road, including six lanes, center islands, parking lanes, sidewalks, and street lights. Ultimate widening north of river required when Rio Vista West is developed; however, eucalyptus trees to remain until depletion of sand and gravel resources. An interim six-lane facility may be required.
- b. Construct 102-foot roadway over flood channel.

- c. Construct adequate drainage system to control street drainage and to conduct runoff to flood control.
  - d. Modify traffic signal at Camino De La Reina.
4. Camino Del Este (Required when Rio San Diego Drive is dedicated)
- a. Construct 64-foot curb-to-curb width (within an 86-foot right-of-way) from Camino De La Reina to Rio Vista West, including four travel lanes, Class II bicycle lanes, parking lanes, sidewalks, and street lights.
  - b. Construct four-lane roadway as a 64-foot curb-to-curb width major street, within a 86-foot right-of-way, across flood channel.
  - c. Construct adequate drainage system to control street drainage and conduct runoff to flood channel.
5. Rio San Diego Drive
- a. Construct 100-foot curb-to-curb width (within a 124-foot right-of-way) from the entrance to Rio Vista West up to Rio Vista Avenue and the Rio Vista Commons, including four travel lanes, Class II bicycle lanes, right and left turn pockets at Stadium Way, center landscaped medians, landscaped parkways, sidewalks, and street lights, with local drainage structures as appropriate.
  - b. From Rio Vista Commons, reduce the curb-to-curb width to 78 feet within a 102-foot wide right-of-way, including four travel lanes, Class II bicycle lanes, center landscaped medians, landscaped parkways, parking lanes, sidewalks, and street lights, with local drainage structures as appropriate.
  - c. Construct traffic signals at the intersections of Camino Del Este and Stadium Way.
- NOTE: Intersection with Friars will be right turns in-and-out only. No signals contemplated.
6. A memorandum dated October 22, 1982, to Allen Jones, Deputy Director, Environmental Quality Division from Deputy Director, Engineering and Development Department at paragraphs 7. and 9. under the heading

of Mitigation identifies the need for additional and/or modified traffic improvements over those above. Such additional and/or modified traffic improvements shall be provided to the satisfaction of the City Engineer.

#### Off-site Transportation Facilities

The approved draft Mission Valley Community Plan as adopted identifies the following community-wide traffic improvements:

1. Project #3 - consisting of the widening and/or restriping of Mission Center Road to six lanes from Friars Road to Camino Del Rio North, including the improvement of interchange ramps at the Friars Road interchange.
2. Project #14 - consisting of the provision at SR-163 and Friars Road for dual left turn lanes for eastbound and northbound on-ramps including the widening of the leg of the intersection to accept two turning lanes.\*
3. Project #17 - consisting of the cutting back at the intersection of SR-163 and Friars Road of the median and traffic islands to allow three westbound lanes through the signal for northbound on-ramps.\*
4. Project #22 - consisting of new westbound I-8 ramps to and from Camino Del Rio North in the vicinity of I-805.

The above referenced traffic improvements shall be provided to the satisfaction of the City Engineer at any time in the sole discretion of the subdividing owners or upon one year's prior written notice to the subdividing owners for the City but in no event shall such improvement be required to be in place pursuant to said notice prior to occupancy of any private development.

The subdividing owners reserve the right to provide the improvements by an assessment district or appropriate reimbursement agreement.

\* Subject to modification by CalTrans to be determined by a "Project Study".

### Additional On-Site Street Improvements for Hazard Center

In addition to the street improvements described above, the following on-site street improvements shall be provided at the time of development to the satisfaction of the City Engineer:

#### 1. Hazard Center Drive

- a. Construct 78-foot curb-to-curb width collector street (within 98-foot right-of-way) including four travel lanes, shoulders and sidewalks from Mission Center Road to Frazee Road. Construct a 72-foot curb-to-curb width collector street (within 92-foot right-of-way) including travel lanes, shoulders and sidewalks, from Frazee Road to SR-163.
- b. Construct two traffic signals, one each at Frazee Road and at Mission Center Road intersections with Hazard Center Drive.

#### 2. Frazee Road

- a. Construct 78-foot curb-to-curb width collector street (within 98-foot right-of-way) between Friars Road and Hazard Center Drive, including four travel lanes, shoulders and sidewalks.
- b. Modify traffic signals at the intersection of Friars Road and Frazee Road.

### Additional Off-site Transportation Facilities for Hazard Center

In addition to the on-site transportation facilities described above, the following shall be provided to the satisfaction of the City Engineer:

1. Construction of a two-lane street from westerly of Hazard Center to a physically traversable connection with the Fashion Valley shopping center property.

Such improvement shall be provided to the satisfaction of the City Engineer at any time in the sole discretion of the Hazard Center owners or upon two years prior written notice to the Hazard Center owners by the City, but in no event shall such improvement be required to be in place pursuant to said notice prior to certificates of occupancy being issued for floor area of private development within the Hazard Center which generates not less than 10,000 ADT.

When the final alignment of this street is determined, additional environmental review may be required to determine if the street construction from the Hazard

Center to the Fashion Valley shopping center will have any environmental impacts. If deemed necessary, such environmental review and any mitigation shall be provided as reasonably determined by the Planning Director.

The Hazard Center owners shall provide the above improvement by: (i) an assessment district, or (ii) an appropriate reimbursement agreement, or (iii) by other means.

2. Reconfiguration and improvements in the immediate vicinity of the Friars Road/Frazee Road intersection in order to minimize the impact of the intersection. This measure would consist of reconfiguration of the intersection to include four lanes of through traffic both east-bound and west-bound on Friars Road, dual left turn lanes from both directions on Friars to Frazee, and provision of a right turn lane from both directions of Friars Road to Frazee. In this regard, the Hazard Center owners shall be responsible for all reconfiguration and improvement south of the centerline of Friars Road including any traffic signalization at the north-bound SR-163 to east-bound off-ramps and including any necessary dedication of right-of-way.
3. The Hazard Center owners shall provide improvements to:
  - (i) Prohibit pedestrian crossing at the Friars Road/Frazee Road intersection, if determined necessary by the City Engineer; and
  - (ii) Provide alternative pedestrian access under Friars Road at Mission Center Road, utilizing the existing right-of-way.

The traffic improvements references in 2. and 3. above, shall be provided to the satisfaction of the City Engineer at any time in the sole discretion of the

Hazard Center owners or upon one year prior written notice to the Hazard Center owners from the City but in no event shall such improvements be required to be in place pursuant to said notice prior to occupancy of any private development.

The Hazard Center owners shall provide the above improvement by: (i) an assessment district, or (ii) an appropriate reimbursement agreement, or (iii) by other means.

4. Friars Road Underpass West of Stadium Way

The subdividing owners shall not construct improvements on the south side of Friars Road which would preclude a connection from the underpass to the future Rio San Diego Drive.

5. Above-Grade Pedestrian Way Across Friars Road

Prior to commencement of private development, the Hazard Center owners shall sign document(s) in a form satisfactory to the City Attorney's office indicating that they will not protest the formation of an assessment district formed to provide an above-grade pedestrian way across Friars Road at Frazee Road.

Utilities

1. Water - construct complete water distribution system to serve the project area, complete with fire hydrants and appurtenances necessary for the operation and maintenance of the system.
2. Sewer
  - a. Construct complete sewer collection system to serve the project area.
  - b. Construct alternate alignment of Mission Valley Trunk Sewer on approved grade and alignment.
3. Private Utilities - Construct distribution system for electric, telephone, CATV, and gas as required to serve the development and public facilities.

### Flood Control Facility

Construct floodway to accommodate 100-year flood (49,000 CFS) complete with the necessary energy dissipaters, drop structures, and riprap section to control the flood and protect the channel facilities.

Install erosion control plantings and landscaping with irrigation system, and construct a system of walkways, bikeways and view pints in accordance with the approved project plan.

Convey right-of-way to City in form of dedication and/or fee ownership.

Perform the necessary work preparatory to hearing before Council for the formation of the Maintenance District for the flood channel and the appurtenant facilities.

### Park Facilities

The provision of park facilities is addressed in the following section.

## **B. NEIGHBORHOOD COMMERCIAL FACILITIES AND PARK FACILITIES**

### Neighborhood Commercial Facilities

Neighborhood convenience retail shopping centers provide for the day-to-day needs of residents. These centers are typically located within or adjacent to residential neighborhoods. Neighborhood commercial facilities in the Mission Valley community include a three-acre center located at the intersection of San Diego Mission Road and Rancho Mission Road and the Ralph's Shopping Center located at Mission Center Road and Friars Road.

The Specific Plan will result in the development of between ~~3,015 to 3,777~~ 3,264 to 4,461 residential units with an estimated population of ~~5,819 to 7,667~~ 6,300 to 9,056 persons. To serve the needs of the project area, a community commercial center will be provided will accommodate approximate 325,000 square feet on approximately 30 acres.



## C. SCHOOLS

The Private Improvement Element of the Specific Plan proposed ~~2,336 to 2,707~~ 2,585 to 3,656 multi-family dwelling units. The San Diego School District (SDSD) schools serving the area include the Jones and Juarez Elementary Schools, Taft Middle School and Kearny Senior High School.

Student generation rates for the project area are based upon a tenant profile of the "Riverfront" (MBM II), an existing multi-family residential development located within the Specific Plan. The tenant profile of the Riverfront development consist mostly of young professionals in their late '20's. Twelve of the 228 units in the Riverfront complex contain children of elementary through high school age. The reason for the low number of children who reside at Riverfront can be partially explained by the surrounding developments which consist mostly of commercial and office uses, which provide employment for single adults. Additionally, services and facilities for children, such as day care centers and playgrounds are lacking in Mission Valley. Using this information, it was determined that residential projects located within the Specific Plan area would probably generate a low number of students (Silva, 1992).

The anticipated generation rate for elementary through high school age students would be 0-5 students per 100 residential units. Based upon this generation rate, the buildout of the Specific Plan would be expected to generate up to ~~136~~ 183 elementary to high school-age students. It is not anticipated that the number of students generated within the Specific Plan area would have a significant impact on the SDSD. Elementary schools serving the Specific Plan area are currently near capacity. Although the secondary schools serving the area are currently operating below capacity, secondary enrollment for the Kearny High School area is forecast to grow significantly during the 1990s.

Because no public school exist or are currently planned in the Mission Valley Community, the availability of schools, the distance of schools to residential areas, and the topographic barriers presented by Mission Valley are of concern. With this development and others planned for Mission Valley, the amount of commercial and residential traffic in the area, and especially along Friars Road, will greatly increase. An important concern is pedestrian safety and access, relative to the great distances this project is from its serving schools and the commercial nature of the Mission Valley area. Of the ~~136~~ 183 K-12 students estimated to be generated form this project, a vast majority will be elementary students, and the district does not provide transportation to the neighboring schools. These above

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unique issues related to public school access for residents in the Mission Valley area are not addressed by the application of developer fees associated with public school service.

Fall 1991 Enrollments and Enrollment Capacities				
School	Approximate Miles from Project Site	Enrollment	Capacity	Remaining Capacity
Jones Elementary School	3	510	520	10
Taft Middle School	4	615	782	167
Kearny Senior High School	4	1,263	1,423	160
Juarez Elementary School	2-3	259	306	47
Totals		2,647	3,031	384

#### D. PUBLIC SERVICES AND UTILITIES

The City of San Diego provides water and sewer service to the Specific Plan area. Solid waste generated on-site will be disposed of at the Miramar North landfill. San Diego Gas and Electric Company and Pacific Telephone provide gas and electric and telephone service.

The Specific Plan recognizes that there will be a need for future utility crossings. The private developments or public improvements should not preclude the future crossings of transmission lines. These crossings should be located along existing rights-of-way where possible. Additionally, the placement of utility crossings should be selected to minimize visual and biological impacts and to minimize hazards.

Police and fire protection is provided to the Specific Plan area by the City of San Diego Police Department Western Division at 5480 Gaines Street and the City of San Diego Fire Department Station 18 at 4676 Felton Street and Station 28 at 3880 Kearny Villa Road.

The Specific Plan area is in close proximity to City of San Diego branch libraries located at 6950 Linda Vista Road (Linda Vista), 925 West Washington (Mission Hills) and 4193 Park Boulevard (University Heights).

Hospitals in close proximity to the Specific Plan area include Sharp Cabrillo Hospital, Alvarado Internal Medical Group, Inc., Mercy Hospital and Medical Center and University Hospital, UCSD Medical Center.