

B. TRANSPORTATION

Goal:

- To provide a network of transportation systems that is integrated, complementary and compatible with other citywide and regional goals. A network that takes into account the physical, social and economic conditions of the environment, both present and future.

Background

The goal recognizes the regional nature of transportation and the fact that transportation systems must be viewed in their relation to other facets of development. Therefore, in evaluating the circulation facilities proposed by the Fairbanks Ranch Country Club, the emphasis is placed on the integration of the project with the long-range plans for the surrounding area and how these facilities will meet the needs of future residents.

- Existing Roads

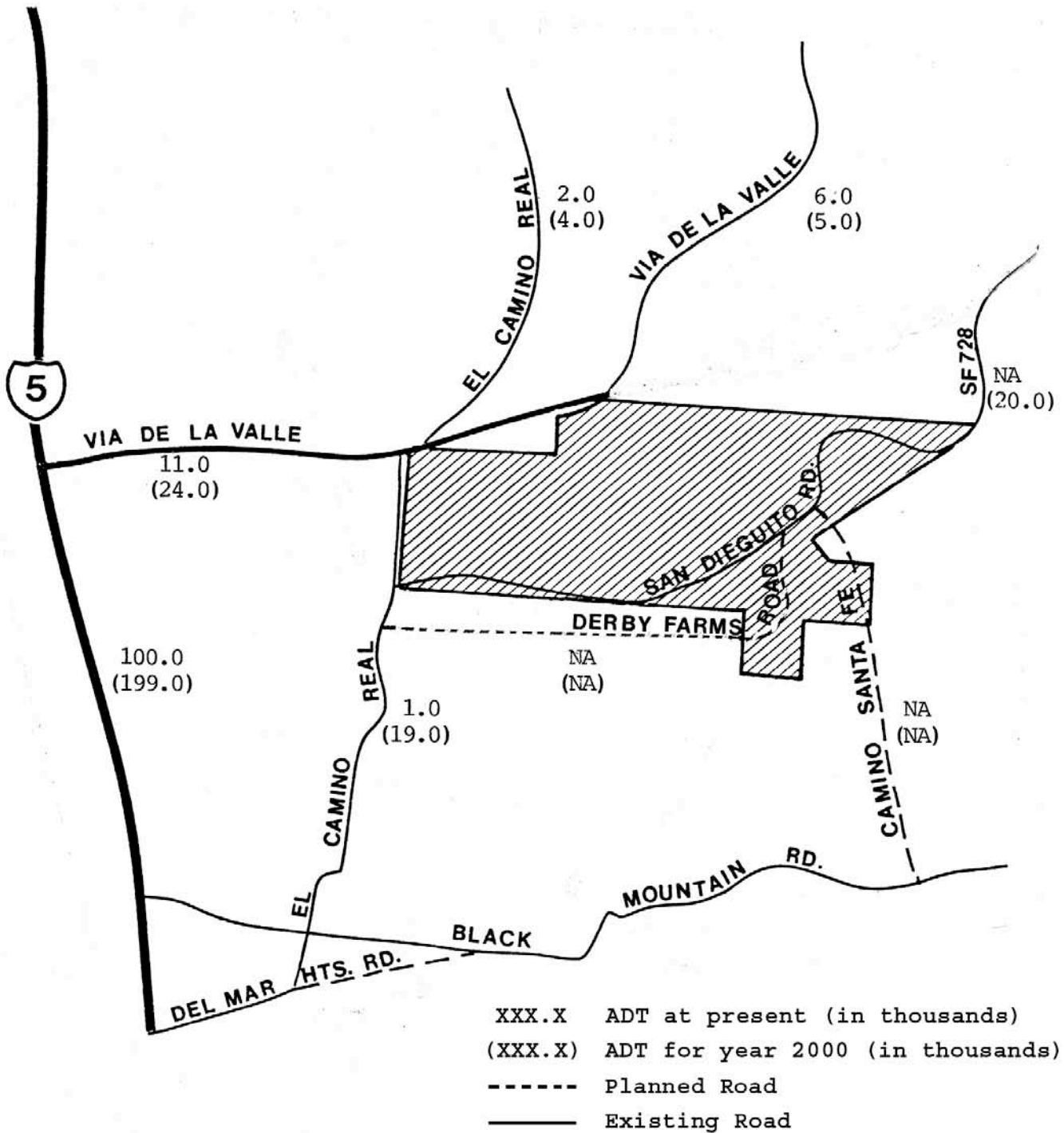
Three major roads (see **Figure 4**) provide access to the proposed specific plan area: El Camino Real, Via de la Valle and San Dieguito Road. El Camino Real extends along the western property boundary and crosses the San Dieguito River. This road is a paved, two-lane road and connects San Dieguito Road, on the south side of the river, with Via de la Valle, on the north side of the river. San Dieguito Road, although currently a dirt road, will soon be paved to two lanes. Via de la Valle is a two-lane road that serves as the principal east/west access route for the area.

With the exception of Via de la Valle, the roads serving the property are operating below their design capacity. At peak hours, Via de la Valle exceeds its capacity, resulting in traffic congestion. This condition is expected to worsen as the area served by Via de la Valle continues to develop. **Figure 4** illustrates the existing roads in the area and indicates the present and future traffic volumes.

- Planned Roads

Via de la Valle, El Camino Real and San Dieguito Roads are all planned to be improved to major road standards according to the Transportation Development Division of the City of San Diego. In addition, the Transportation Element of the General Plan includes a new road named Camino Santa Fe. The proposed alignment of this road passes through the southeast corner of the specific plan area and would connect with San Dieguito Road. Completion of this road is not likely in the near future as its construction will only occur as development takes place along its route.

Although not on the City's Transportation Element, Derby Farms Road is another planned road (see **Figure 4**). This road is currently a dirt road paralleling San Dieguito Road along the mesa south of the river valley. The alignment of this road has been fixed from El Camino Real to the boundary of the specific plan by an approved subdivision map #9751. No official alignment beyond map #9751 has been established.



Source: Traffic Counts and projections are from the Supplemental Draft EIR for the San Dieguito Circulation Element, County of San Diego, May 1981



Area Roads and Traffic Projections

Fairbanks Ranch Country Club Specific Plan

4
FIGURE

- Project Circulation

All roads within the specific plan area will be private with the exception of Via de la Valle, San Dieguito Road, El Camino Real, Derby Farms Road and Street “CC” (see **Figure 3**) which will be dedicated public roads. Area A would have access directly to Via de la Valle via a private road. Area B would be connected to Street “CC”. Area C would utilize Derby Farms Road while Area D would take access off San Dieguito Road. The majority of the trips generated by Areas B, C and D would be expected to travel San Dieguito Road and El Camino Real. Likewise, the majority of all trips from the specific plan area are expected to travel Via de la Valle because it offers the most immediate access to I-5 and Del Mar, to the west, and Rancho Santa Fe and Interstate 15 (I-15), to the east.

As part of the conditions of approval for the tentative map and PRD, specific improvements and/or right-of-way requirements will be accomplished. Via de la Valle will be dedicated and approved adjacent to the specific plan area. Improvements will include a 32-foot paved roadway, a 14-foot median, a travel lane for westbound traffic and transitions at both ends. San Dieguito Road would be designed as a major street through the subdivision, with an extra lane of paving at intersections. The subdivider will post a bond for the improvements to San Dieguito Road and agree for a five-year period of time to construct the roadway when required by the City. Complete half-width dedication of El Camino Real would be included as a condition of approval both on-site and off-site parallel to the westerly project boundary. The intersection of El Camino Real and San Dieguito Road would be improved.

Two new public roads would be created by the project. Derby Farms Road would be constructed as a 60-foot collector from San Dieguito Road to the boundary of the specific plan area; the terminus would correspond with the proposed alignment to the west through Map #9751. Street “CC” would be dedicated with a full 98-foot right-of-way with AC berms, sidewalk and temporary cul de sac from San Dieguito Road to the specific plan boundary. This road would serve Area B but is also intended to correspond with the ultimate alignment of Camino Santa Fe; the project proponent will be required to provide information to support the alignment of Street “CC” as that of Camino Santa Fe.

In summary, the internal circulation pattern proposed for Fairbanks Ranch Country Club will be compatible with existing and planned roads in the area. The future alignment of Camino Santa Fe passes through an area to be dedicated as open space within the specific plan area. Furthermore, the project will provide dedications and/or improvements which will accommodate the traffic generated by Fairbanks Ranch Country Club.

- Regional Traffic Impact

Only Via de la Valle is presently operating above its design capacity during peak-hour conditions. Other roads in the area are expected to remain under capacity in the near future. As the majority of the 2,500 trips generated by the proposed development would travel Via de la Valle, the project would have a cumulative impact on Via del la Valle. Congestion problems will continue until Via de la Valle is widened to four lanes under the City's designation of the road as a prime arterial.

The Plan would provide prime arterial half-width improvements for Via de la Valle along that portion of the road adjacent to the specific plan boundary. These improvements will include turn-lane channelization to facilitate traffic flow at the entrance road to Area A. This action would adequately reduce the impact of the project on Via de la Valle. No other significant regional traffic impacts are anticipated.

- Other Transportation Considerations

Bus service in the project area is provided by North County Transit. The nearest bus stops to the specific plan area are at the Flower Hill Shopping Center on Via de la Valle, and at the intersections of Las Palomas and Cancha de Golf with Via de la Valle.

Future residents of this project can also utilize railroad services provided by the Amtrack system. The city of Del Mar station is relatively close to the Fairbanks Country Club site.

Project Conformance

The proposed Fairbanks Ranch Country Club development is consistent with the General Plan's goal of providing a network of transportation systems that are integrated, complementary and compatible with other goals. The compatibility of the project with the planned road network ensures that it would not interfere with the goals and objectives of this element. The internal circulation conforms to existing and planned road improvements and alignments. The project would not have a significant effect on the ability of local and regional roads to handle traffic volumes.

The location of the project to mass transit (bus and train) facilitates the integration of the project with alternative forms of transportation.