
CHAPTER 4: CIRCULATION

This chapter discusses the transportation system of Pacific Highlands Ranch. Focus is on the alignment of major and secondary streets, the creation of pedestrian, bicycle, and equestrian trails, the location of transit facilities and linkages to areas beyond the community.

Goal 1: Provide a circulation system that assists in the efficient movement of vehicles.

Goal 2: Develop a multi-modal circulation system to provide alternative means and routes to arrive at the same destination point.

Goal 3: Establish a balanced, topographically sensitive and pedestrian-friendly local street system that connects different neighborhoods and districts. This type of system allows for efficient traffic dispersal and minimum road widths.

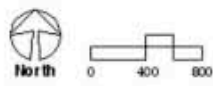
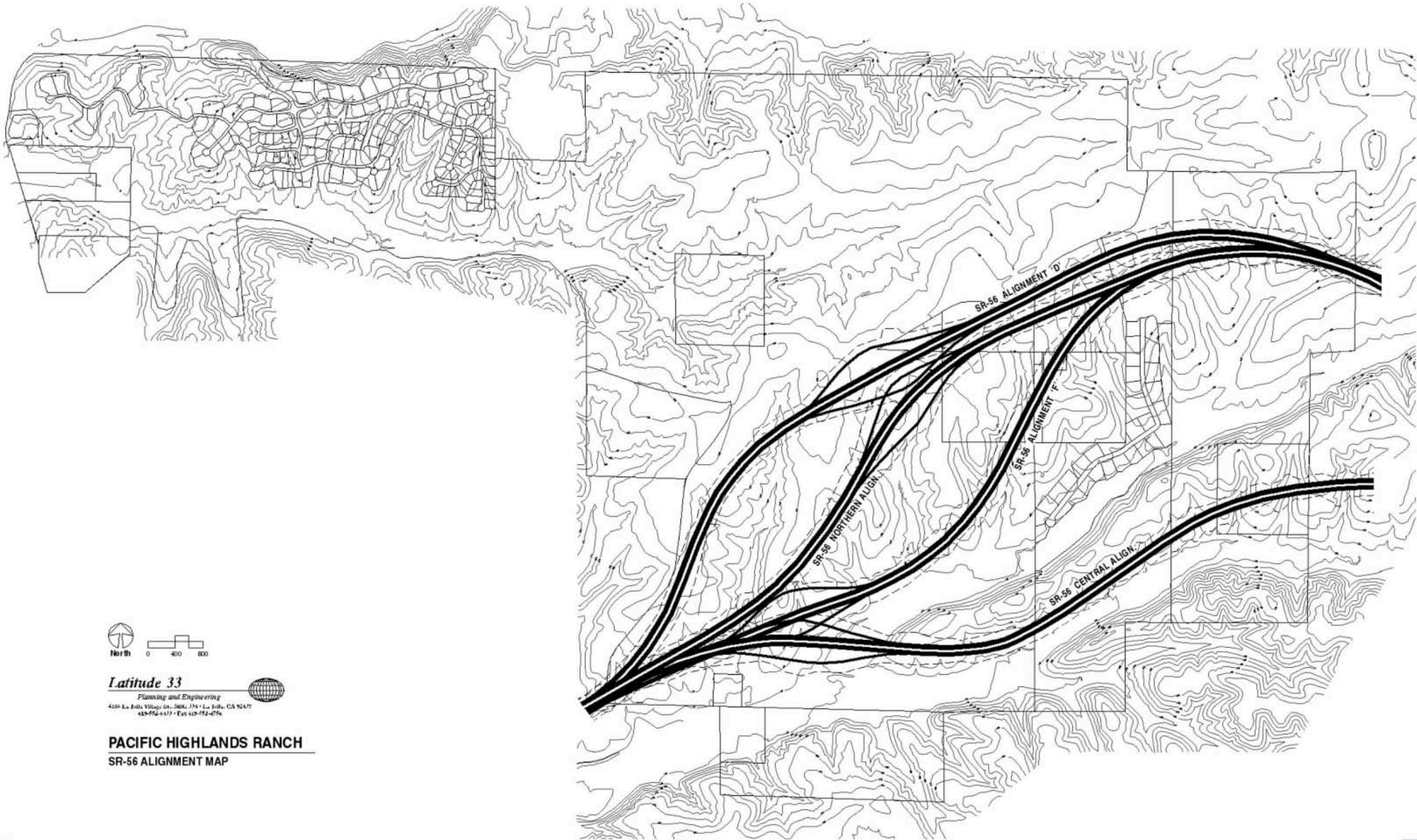
4.1 CIRCULATION PLAN

The circulation system for Pacific Highlands Ranch will include major, collector and local streets. It will provide access to the planned SR-56 freeway. Streets are viewed as important elements of the overall community. They not only provide a means to get from one place to another, but also provide the opportunity for social interaction within the town center. The street system serves, in concert with the open space system and pedestrian linkages, to frame the community and provide visual clarity and a sense of orientation. The design and implementation of the circulation system components reflect the resource-based nature of the community. The use of bridges and underpasses reduces impacts to the MHPA. The transportation system is designed to be multi-modal, and to minimize impacts to the surrounding communities.

4.1.1 State Route 56

SR-56 is a partially completed six-lane freeway that will bisect the NCFUA and provide a connection between I-5 and I-15. The eastern portion through Peñasquitos and the western portion through Carmel Valley have been constructed. An alignment for the middle segment through the NCFUA has not yet been selected. Four alignments (**Exhibit 4-1**) were evaluated by the City of San Diego and the California Department of Transportation (Caltrans). They are:

- *The Central Alignment* which closely matches the alignment shown in the NCFUA Framework Plan and was studied in the original draft SR-56 EIR enters the Pacific Highlands Ranch community in the southwest corner of the planning area. Topographically, this places the freeway in McGonigle Canyon and adjacent to Carmel Creek. The alignment continues in an easterly fashion in McGonigle Canyon. Near the intersection of McGonigle and Deer Canyons, the freeway proceeds northeasterly on the south facing slope of Santa Monica Ridge. This route enters the Torrey Highlands community (Subarea IV) on its western boundary.



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PACIFIC HIGHLANDS RANCH
 SR-56 ALIGNMENT MAP

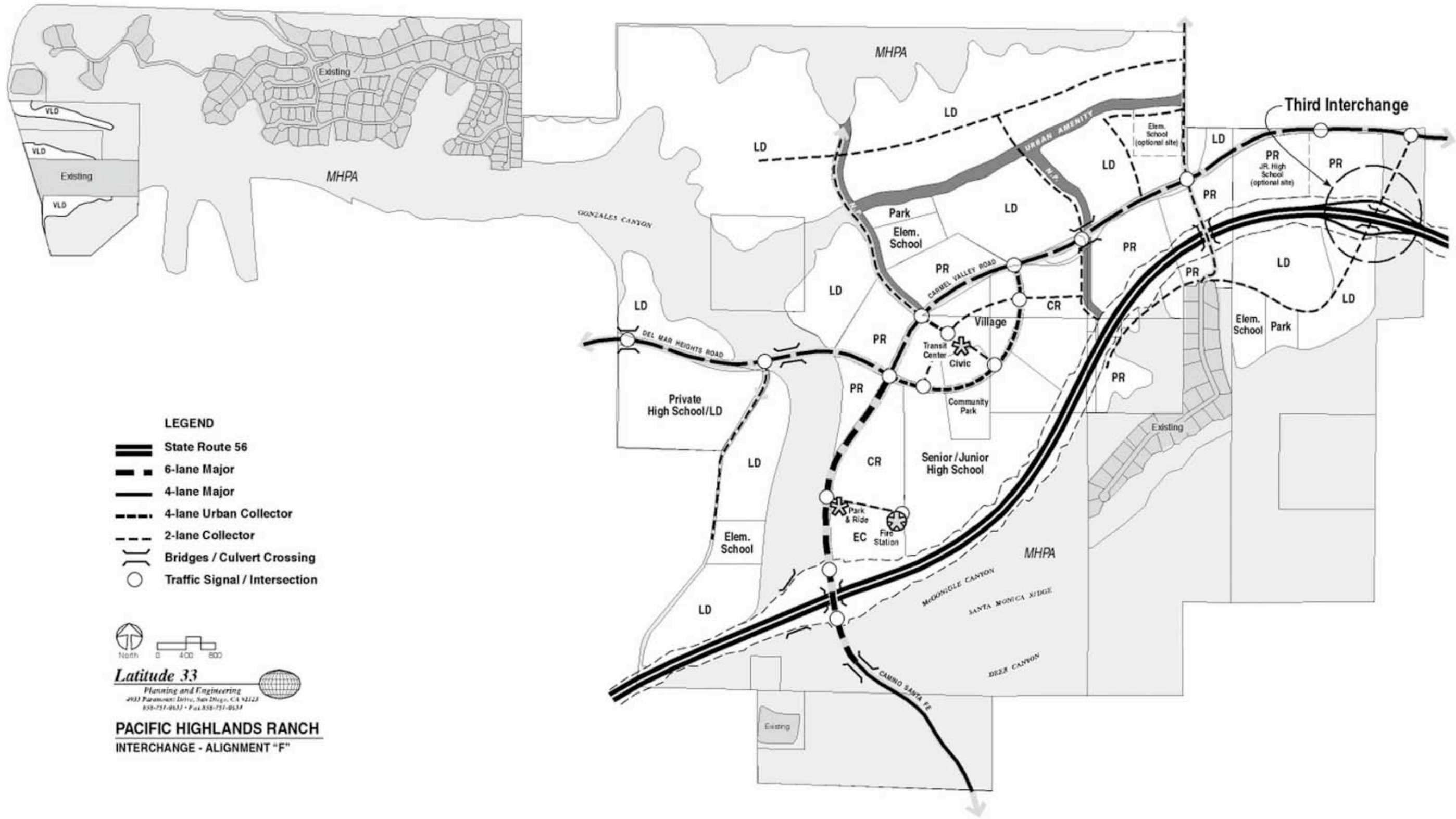


- *The Northern Alignment* which was studied as an alternative in the original draft SR-56 EIR enters the Pacific Highlands Ranch community in the southwest corner of the planning area. Topographically, this places the freeway in McGonigle Canyon and adjacent to Carmel Creek. From there, the alignment traverses northeasterly, along the north slope of McGonigle Canyon, toward the crest of the canyon. The freeway arcs easterly on the north side of Rancho Glens Estates, then moves in a southeasterly direction as it enters Torrey Highlands.
- *Alignment D* which was studied in association with the revised EIR that included the "F" alignment. The "D" alignment enters Pacific Highlands Ranch in the southwest corner of the planning area. Topographically, this places the freeway in McGonigle Canyon and adjacent to Carmel Creek. From there, the freeway turns north along the east side of SeaBreeze Farms, then trends northeasterly along the ridge between McGonigle and La Zanja Canyons. As the alignment crosses north of Rancho Glens Estates, it arcs towards the southeast, then enters Torrey Highlands on its western boundary near the northwest corner of the area.
- *The "F" Alignment* enters the Pacific Highlands Ranch community in the southwest corner of the planning area. Topographically, this places the freeway in McGonigle Canyon and adjacent to Carmel Creek. From there, the alignment traverses along the north slope of McGonigle Canyon in a northeasterly direction then arcs northerly west of Rancho Glens Estates. The freeway bends easterly on the north side of Rancho Glens Estates, then southeasterly as it enters Torrey Highlands, in approximately the same position as the "D" alignment.

This Plan includes a land use plan for alignment "F". Land use plans for the other three alignments ("D", Central and Northern) are discussed in **Appendix E**.

The SR-56 revised Environmental Impact Report (REIR) has examined the provision of a third interchange between Rancho Glens Estates Subdivision and the boundary with Torrey Highlands. During the preparation of the Plan, it was determined that the interchange was not needed to accommodate development within Subarea III. The circulation system for Pacific Highlands Ranch is based upon one interchange at Camino Santa Fe. The development of an additional interchange, if needed, to serve buildout of the NCFUA and unincorporated areas of the County along SR-56, is not precluded (**Exhibit 4-2**).

The Framework Plan recommends that SR-56 be designed as a "landscape parkway" with 100-foot buffers on either side of the roadway. This concept is intended to preserve long-range views and reduce noise levels to adjacent sensitive land uses. Within Subarea III, the 100-foot wide landscape buffers, measured from the outside edge of pavement, exclusive of the on and off-ramps, shall be provided.



4.1.2 Major Roads

The Pacific Highlands Ranch major street system will consist of Carmel Valley Road, Del Mar Heights Road and Camino Santa Fe (**Exhibit 4-3**). The major streets will provide links to future SR-56 and adjacent communities. The connection from Camino Santa Fe to future SR-56 will provide regional access from the community to the greater San Diego metropolitan area.

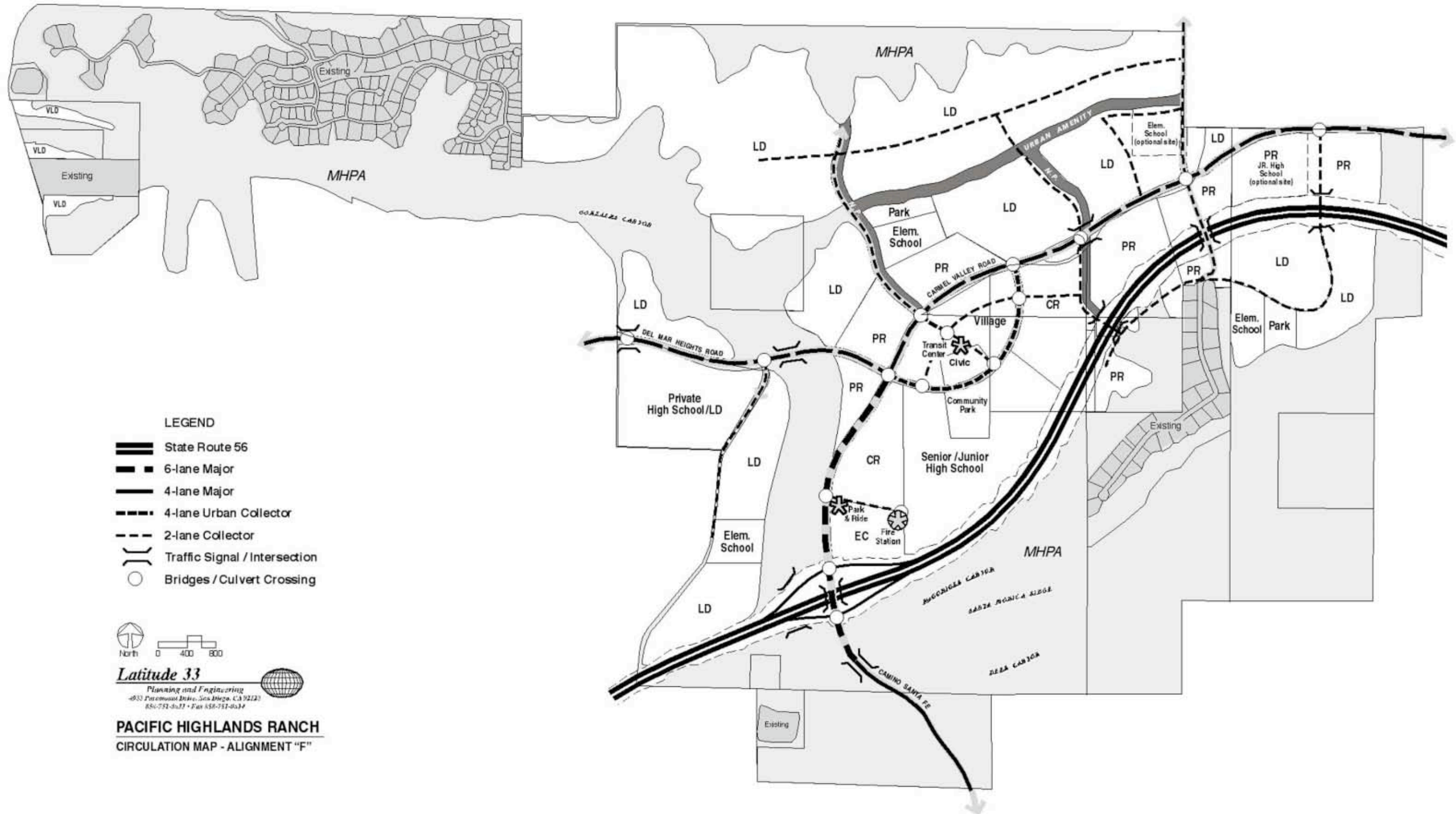
The rights-of-way for the major roads will be 146 feet wide and will accommodate up to six lanes of traffic. The initial design will leave the two internal lanes unimproved (**Exhibit 4-4**). They will be available for additional traffic lanes or for transit. In the interim, the median should be landscaped to provide visual separation and screening from the surrounding area, as well as from on-coming traffic.

Carmel Valley Road currently enters the subarea in the southwest corner and proceeds northerly toward Del Mar Heights Road. At the intersection with Del Mar Heights Road, the alignment proceeds easterly toward Rancho Santa Fe Farms Road, then into the Torrey Highlands community. The new alignment of Carmel Valley will begin at the SR-56/Camino Santa Fe interchange. It will extend easterly into the Torrey Highlands community. The proposed land use plan will locate Carmel Valley Road as shown in the Framework Plan.

Del Mar Heights Road currently enters Pacific Highlands Ranch from the Carmel Valley community and terminates at Carmel Valley Road adjacent to the town center. It will be approximately 2,100 feet south of the urban amenity. Del Mar Heights Road will bridge the wildlife corridor that connects Gonzales and McGonigle Canyons.

Camino Santa Fe will begin at the SR-56 interchange and connect Pacific Highlands Ranch and Del Mar Mesa (Subarea V) to the south. The alignment of Camino Santa Fe is consistent with the alignment shown in the Framework Plan and will consist of six lanes at the interchange. However, Camino Santa Fe will narrow to two lanes before it crosses McGonigle Canyon and Carmel Valley Creek. The crossing of Carmel Valley Creek shall utilize a bridge structure designed in a manner that avoids all permanent wetland impacts to the existing riparian corridor along the creek.

Major roads that carry regional traffic should have distinctive landscape treatment to establish a unique setting for Pacific Highlands Ranch. This edge condition is important; it creates the initial visual experience for people entering the community. The right-of-way set aside for transit uses or additional traffic lanes should be within the median and should be screened or buffered with tree and shrub massing adjacent to its outer edge.



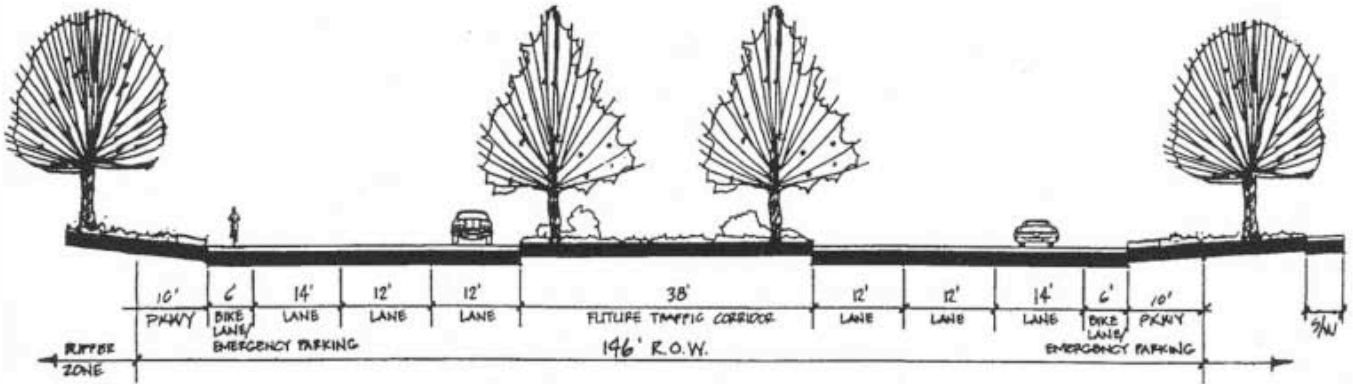
- LEGEND**
- State Route 56
 - 6-lane Major
 - 4-lane Major
 - 4-lane Urban Collector
 - 2-lane Collector
 - Traffic Signal / Intersection
 - Bridges / Culvert Crossing

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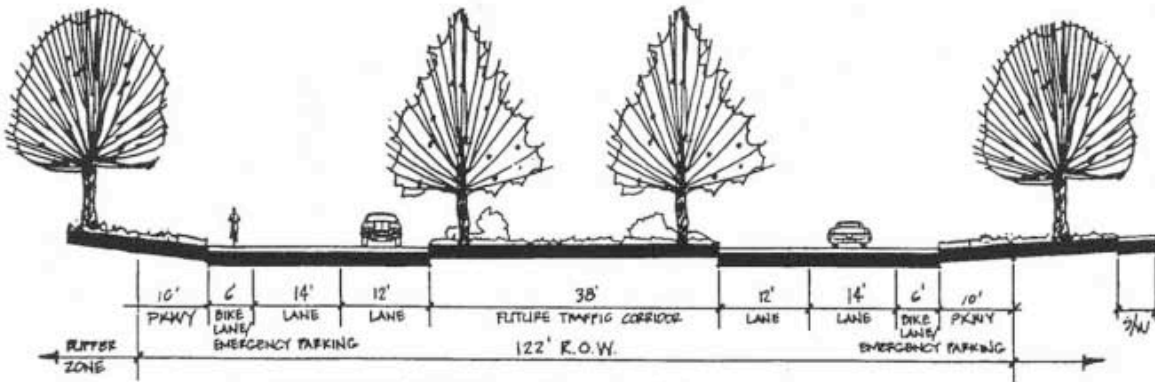
PACIFIC HIGHLANDS RANCH
 CIRCULATION MAP - ALIGNMENT "F"





- CENTER OF MEDIAN RESERVED FOR FUTURE TRANSIT NEEDS.
- CLASS 2 BIKE LANES

A 6-Lane Major Road



- CENTER OF MEDIAN RESERVED FOR FUTURE TRANSIT NEEDS.
- CLASS 2 BIKE LANES

B 4-Lane Major Road



4.1.3 Theme Roads/Collector Streets

The collector streets will provide local circulation within the subarea, the town center and residential areas. All collector streets will act as theme roads. Theme roads will link the neighborhoods with the town center and the regional circulation system. These roads form a loop system that will allow for possible future transit service. They are designed to carry moderate levels of local traffic in an efficient manner without negatively impacting pedestrian and bicycle traffic. This network of collectors provides many alternative paths of travel that will provide access to the neighborhoods and services within the community. The collector street system has been designed to discourage through traffic in residential neighborhoods and to encourage through traffic to utilize the arterial streets within the subarea (**Exhibits 4-5 and 4-6**).

The collector streets will typically consist of the following:

- Four-lane rights-of-way with median, limited parking, pedestrian paths and bicycle lanes;
- Two-lane rights-of-way with median, limited curb-cuts, pedestrian paths and bicycle lanes; or
- Two-lane rights-of-way with limited curb-cuts, limited parking, pedestrian paths and bicycle lanes.

4.1.4 Local Streets

The local street system will provide a pedestrian focus while reducing the speed of automobile traffic. These streets will be designed to reduce through traffic from other communities of the north city area.

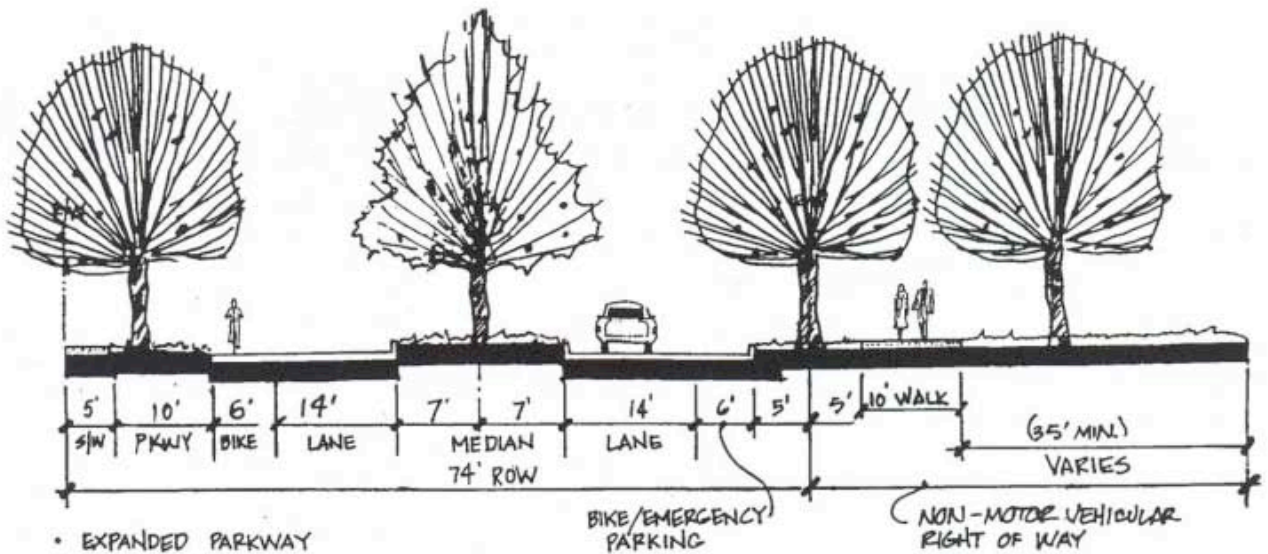
The local streets will consist of the following:

- Two-lane rights-of-way with parking and pedestrian paths; or
- Two-lane rights-of-way with pedestrian paths.

4.1.5 Village Streets

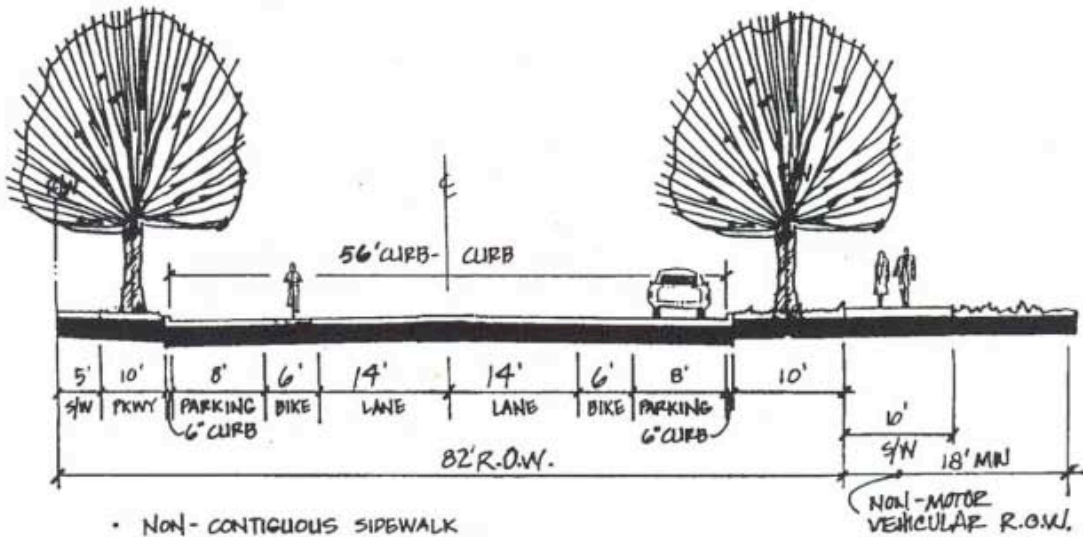
The streets in the village will be designed to accommodate pedestrians, slow automobile traffic and provide on-street parking. They can create a livable and exciting environment for users of the area. Various access points are provided that emphasize direct access to the north and west. The more automobile intensive uses will be located on the perimeter of the village and the pedestrian focused uses will be located near the center. Thus, the streets should become narrower as they move into the center of the area (**Exhibits 4-7 and 4-8**). In addition, clear connections between the street and buildings will accentuate the pedestrian nature of village. The transit center will be located in the village, to provide convenient public access from the surrounding areas.

The street location map is provided on **Exhibit 4-9**.



- EXPANDED PARKWAY
- NON-CONTIGUOUS MULTI-PURPOSE PATH
- NODES CREATED AT INTERSECTIONS
- STRIPED BIKE LANES

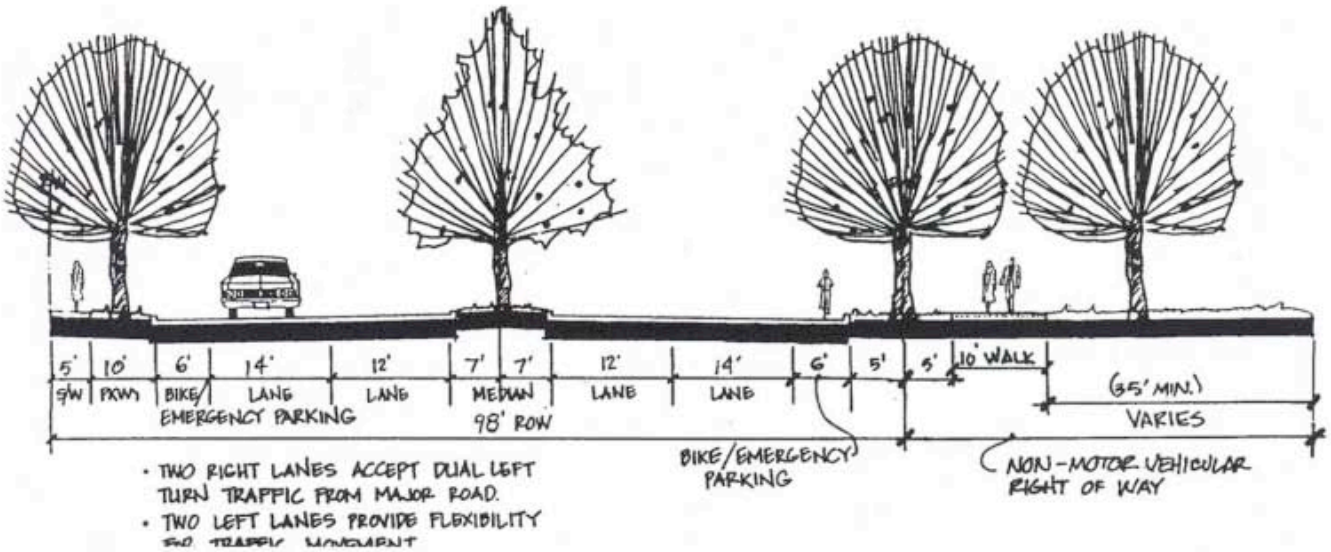
C 2-Lane Modified Collector with/Median



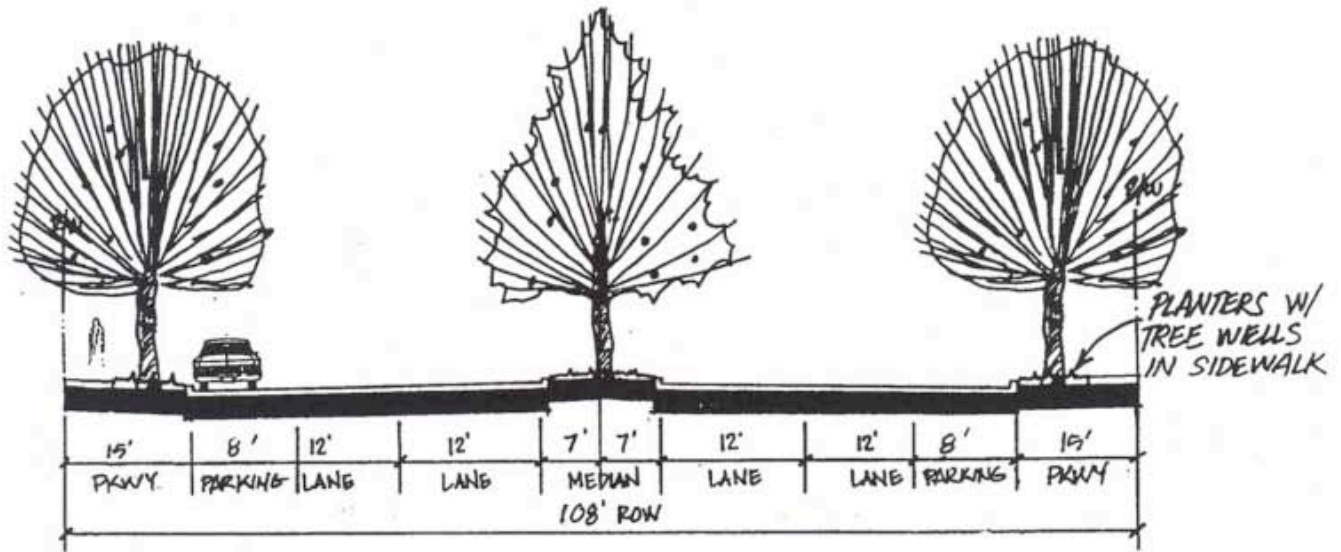
- NON-CONTIGUOUS SIDEWALK
- STRIPED BIKE LANES
- STRIPED &
- EXPANDED PARKWAY AND WIDENED MULTI-PURPOSE PATH ON ONE SIDE

D 2-Lane Modified Collector



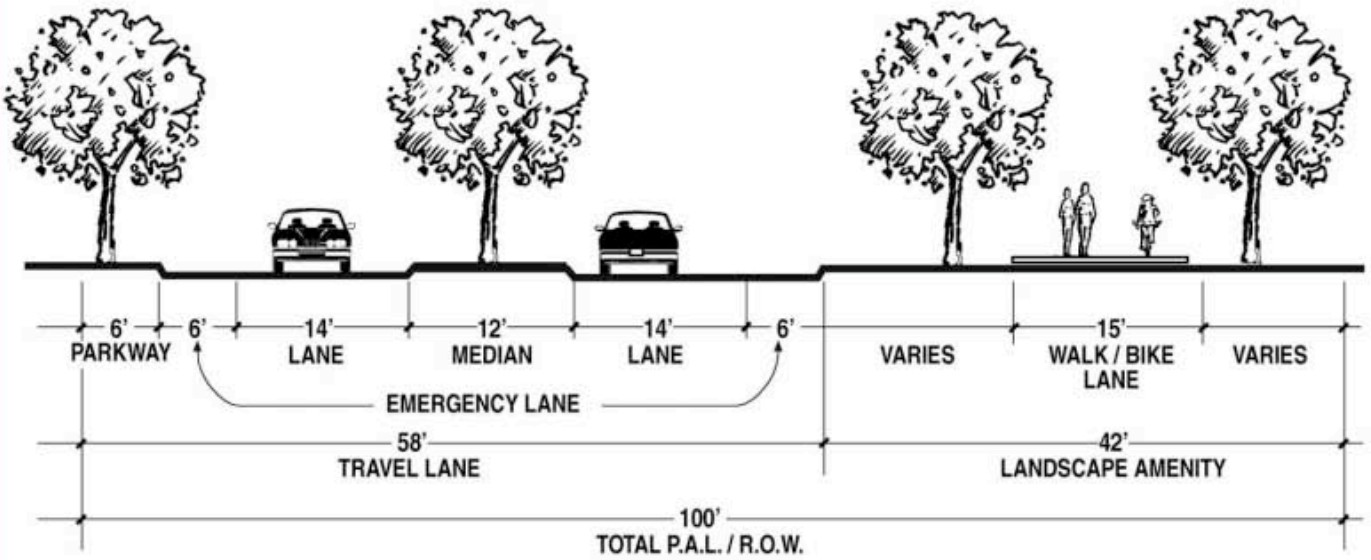


E 4-Lane Flare of 2-Lane Modified Collector with/Median



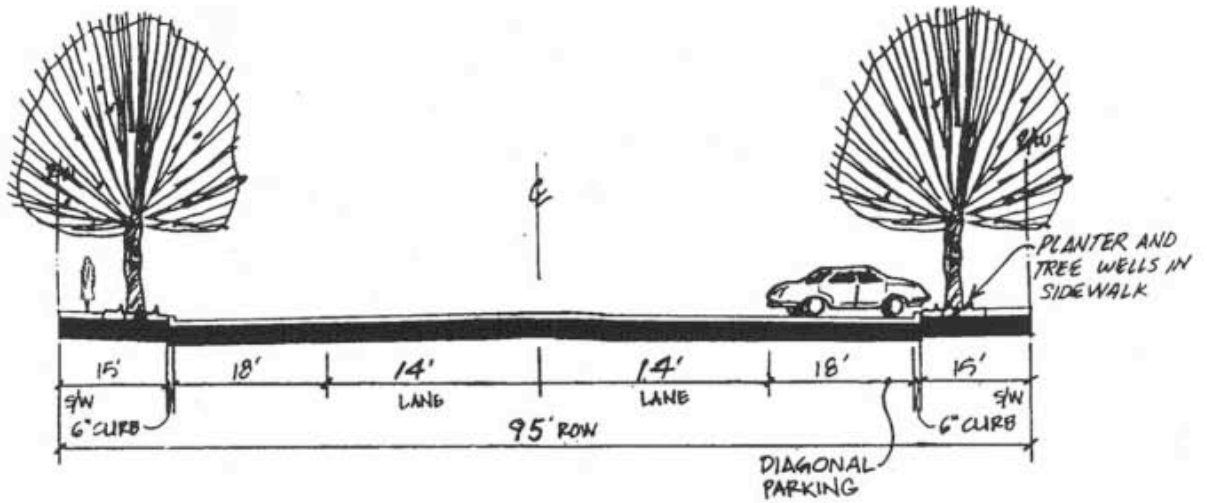
VA Village Perimeter Road & Main Street
4-Lane Urban Collector Modified with/Median



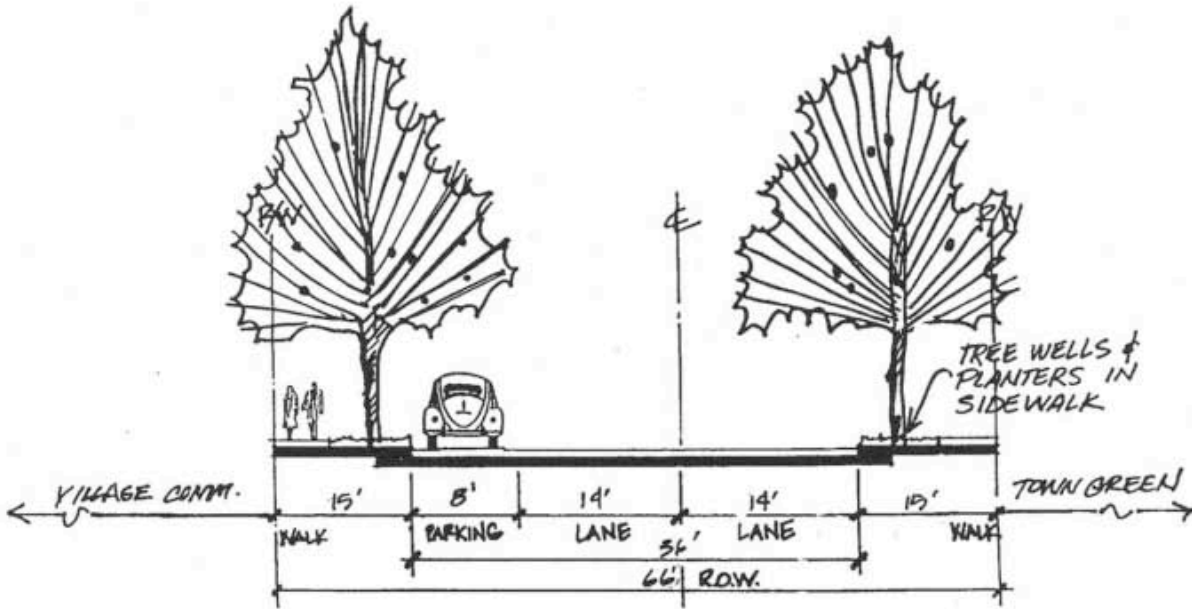


E Neighborhood Parkway (N.P.)





VB Village Main Street 2-Lane Modified Urban Collector



VC Village Town Green Street 2-Lane Urban Collector



4.2 TRANSIT CENTER

The Pacific Highlands Ranch mass transit system will be centered in the town center and village. The village will contain the transit center that will serve this portion of the NCFUA. Transit routes will flow from this center along Del Mar Heights Road and Carmel Valley Road. They will connect with the planned SR-56 and with adjacent communities to the east and west.

Additional transit stops may be located along the bus routes if future demand warrants bus access. Wherever possible, they will be located adjacent to parks and public facilities. The streets adjacent to the transit stops should be designed to facilitate safe pedestrian crossings.

The transit center will be located such that buses and other mass transportation vehicles can quickly and efficiently move through the community (**Exhibit 4-10**). It will be designed in conformance with Metropolitan Transit Development Board (MTDB) guidelines and will accommodate both local and regional buses.

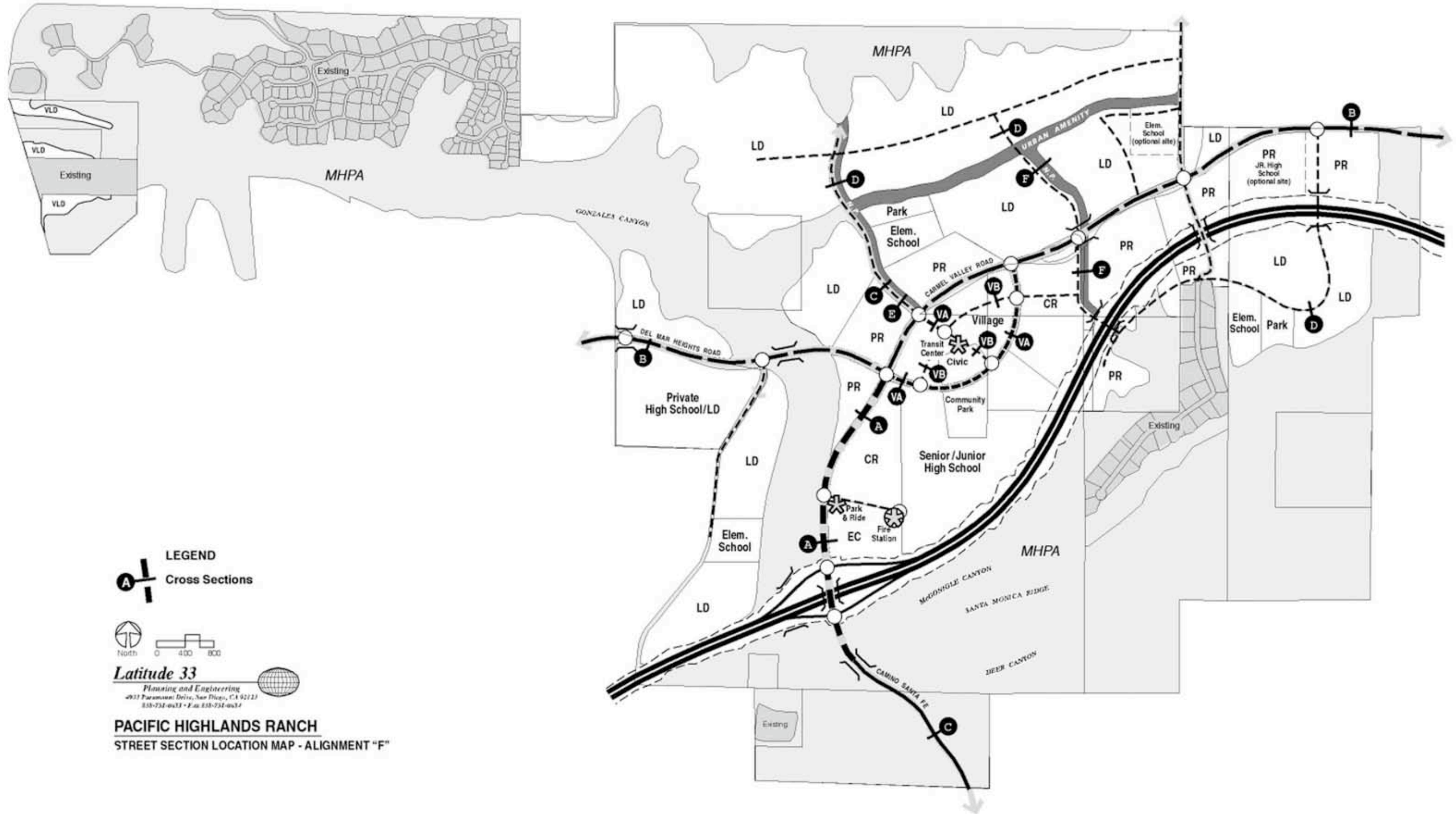
The transit center should be located in the center of the village placing it in close proximity to the senior and junior high schools, community park, high-density residential, commercial and office development and the employment center.

4.3 PARK-AND-RIDE

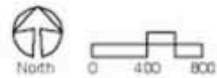
A park-and-ride will be located in the employment center which is located in the northeast quadrant of the Camino Santa Fe interchange. It will provide a convenient location for persons that must leave the community for work or other activities. The park-and-ride will include 100 parking spaces (sharing with adjacent users can be considered), low maintenance landscaping, shelters and benches and appropriate signage. The park-and-ride should include space for potential bus movement.

4.4 TRAIL CIRCULATION

The Plan includes approximately 15 miles of hiking, biking and equestrian trails that connect with pedestrian and bike paths within the built neighborhoods (**Exhibit 4-11**). This relationship between the natural and built environment will enhance the overall community and help create a definite sense of place for the residents. In order to assure appropriate connections between neighborhoods and overall within the subarea, a trail plan that implements the goals and objectives of this section shall be required prior to approval of all future tentative maps.



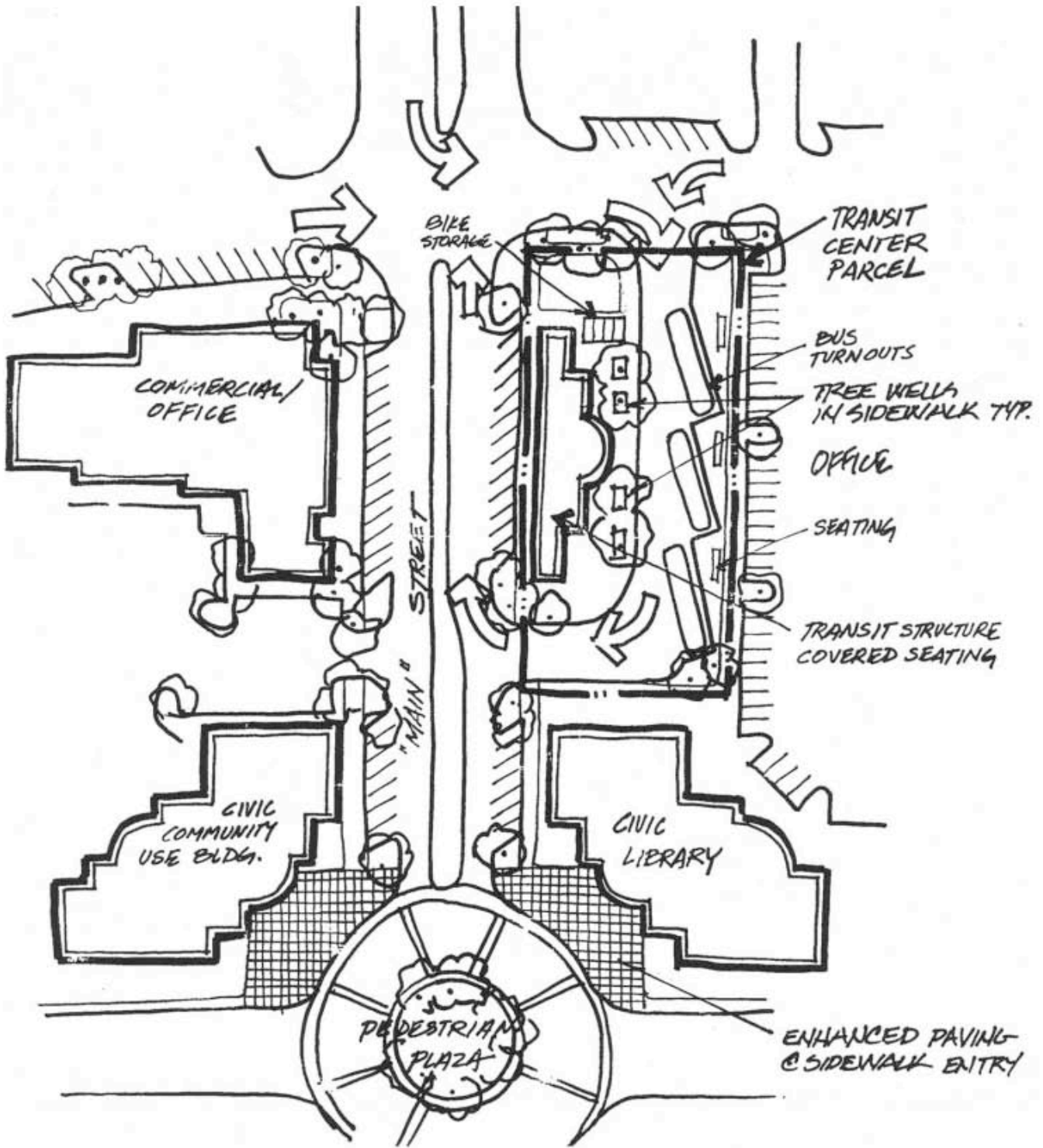
LEGEND
A Cross Sections



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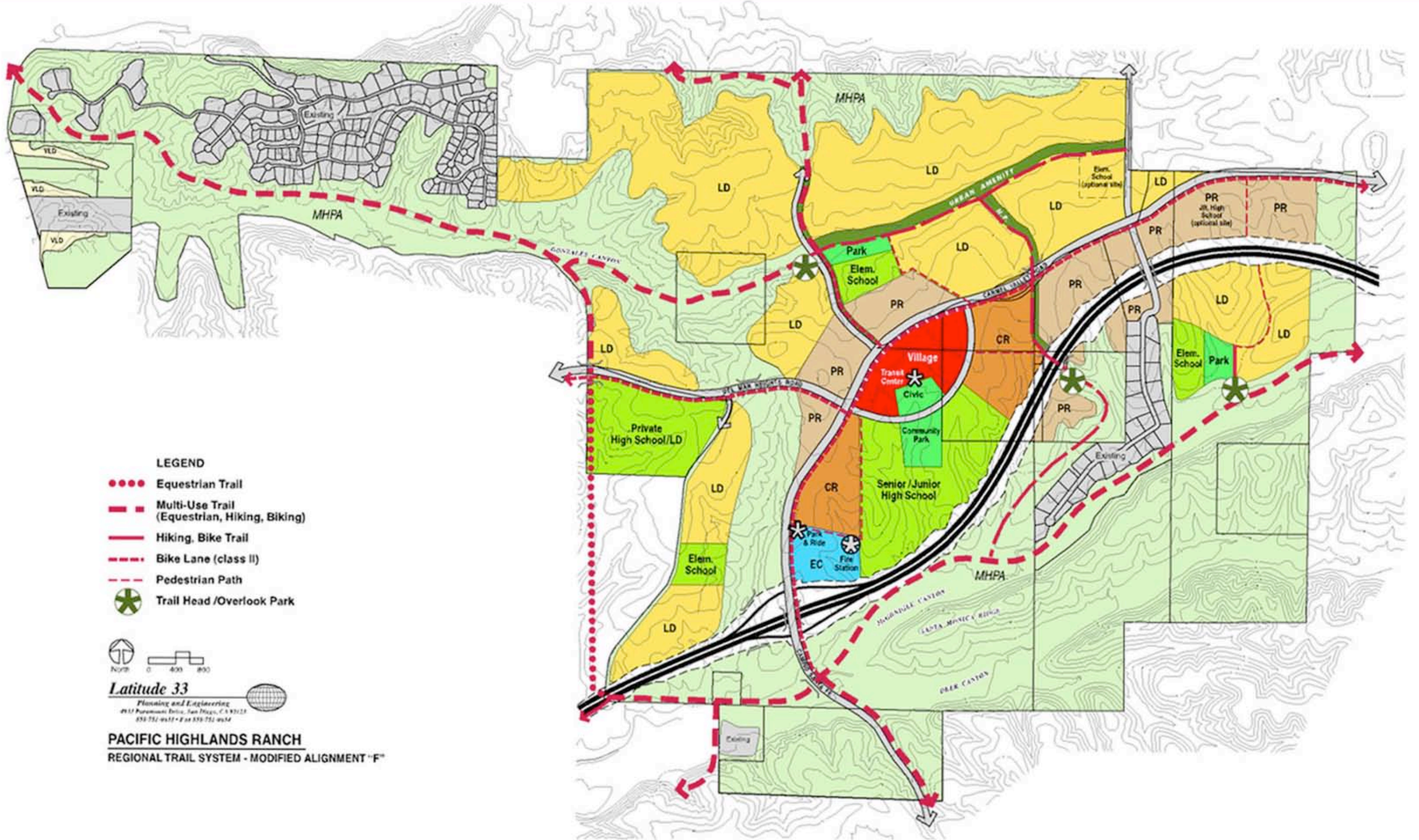
PACIFIC HIGHLANDS RANCH
 STREET SECTION LOCATION MAP - ALIGNMENT "F"





Transit Center 4-10

Pacific Highlands Ranch Subarea Plan EXHIBIT



- LEGEND**
- Equestrian Trail
 - - - Multi-Use Trail (Equestrian, Hiking, Biking)
 - Hiking, Bike Trail
 - · - · Bike Lane (class II)
 - - - Pedestrian Path
 - ★ Trail Head /Overlook Park

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PACIFIC HIGHLANDS RANCH
 REGIONAL TRAIL SYSTEM - MODIFIED ALIGNMENT "F"

4.4.1 Paved Trails and Paths

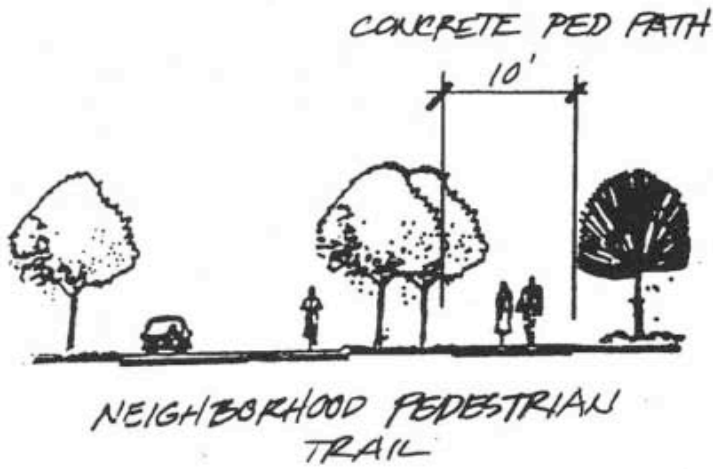
Paved neighborhood pedestrian trails will be provided within the rights-of-way of all major, collector and local roads. These trails will be a minimum 5 feet wide and should be separated from the road by a parkway or landscape buffer (**Exhibit 4-12**). In addition to the paved trails, community and regional bicycle lanes will be provided in the street and road right-of-way, where feasible (**Exhibit 4-12**). The widths of all bicycle lanes must comply with the standards adopted by the City of San Diego. In all instances, efforts should be made to provide non-contiguous sidewalks, trails and paths.

4.4.2 Urban Amenity Trails, Neighborhood Parkway and Pedestrian Paths

These trails and paths will provide for non-motorized movement with a minimum of automobile interaction. They will consist of compacted decomposed granite, or similar material, and will be for walking, bicycling and other similar activities. As depicted on **Exhibit 3-5**, neighborhood parkways will provide road separated paved trails and paths for movement through the community. Pedestrian paths will consist of ten-foot right-of-way with a five-foot trail. The trail will provide connections between residential neighborhoods - village - employment center, the urban amenity, the neighborhood parkways and other trails. The community-wide system for pedestrian movement will include benches and landscaping. The urban amenity will be held by the Landscape Maintenance District and will be encumbered with an open space easement to ensure its long-term viability. The neighborhood parkway and pedestrian paths will be maintained by the Landscaped Maintenance District or other financing entity.

4.4.3 Trails in the MHPA

Trails within the MHPA will be multi-purpose regional trails for hiking, biking, and, in some cases, for horseback riding. They will be designed and constructed by the City of San Diego in accordance with City standards and consistent with the MSCP Subarea Plan. They will be located in open space areas and will consist of loose decomposed granite or similar substance. The trails will generally follow the contours of the natural terrain and will avoid unnecessary grading. The design of the trail system will be sensitive to native species and will include interpretive signs to inform users of the purpose of the area and to identify native flora and fauna. In order to preserve the wildlife corridor, equestrians in Gonzales Canyon will link to the trail in McGonigle Canyon by crossing under Del Mar Heights Road then continuing south through the private high school and the SeaBreeze properties. The private high school and SeaBreeze properties are not within the MHPA. Horses will also be permitted to connect with La Zanja Canyon through the residential neighborhood on the north side of the urban amenity. As prescribed in the MSCP Subarea Plan, trails within the MHPA will use existing utility easements and improvements where feasible.



4.5 CONFORMANCE WITH THE FRAMEWORK PLAN

The design and implementation of the Pacific Highlands Ranch circulation system conforms to the goals and objectives of the Framework Plan. The system results in:

- Creation of traffic patterns that ensure swift and safe movement of automobiles within the NCFUA and Pacific Highlands Ranch.
- Provision of non-motorized movement throughout the community.
- Revision of the NCFUA trail system and provision of a multi-use regional trail system which connects with the surrounding communities.