

## IV. TRANSPORTATION ELEMENT

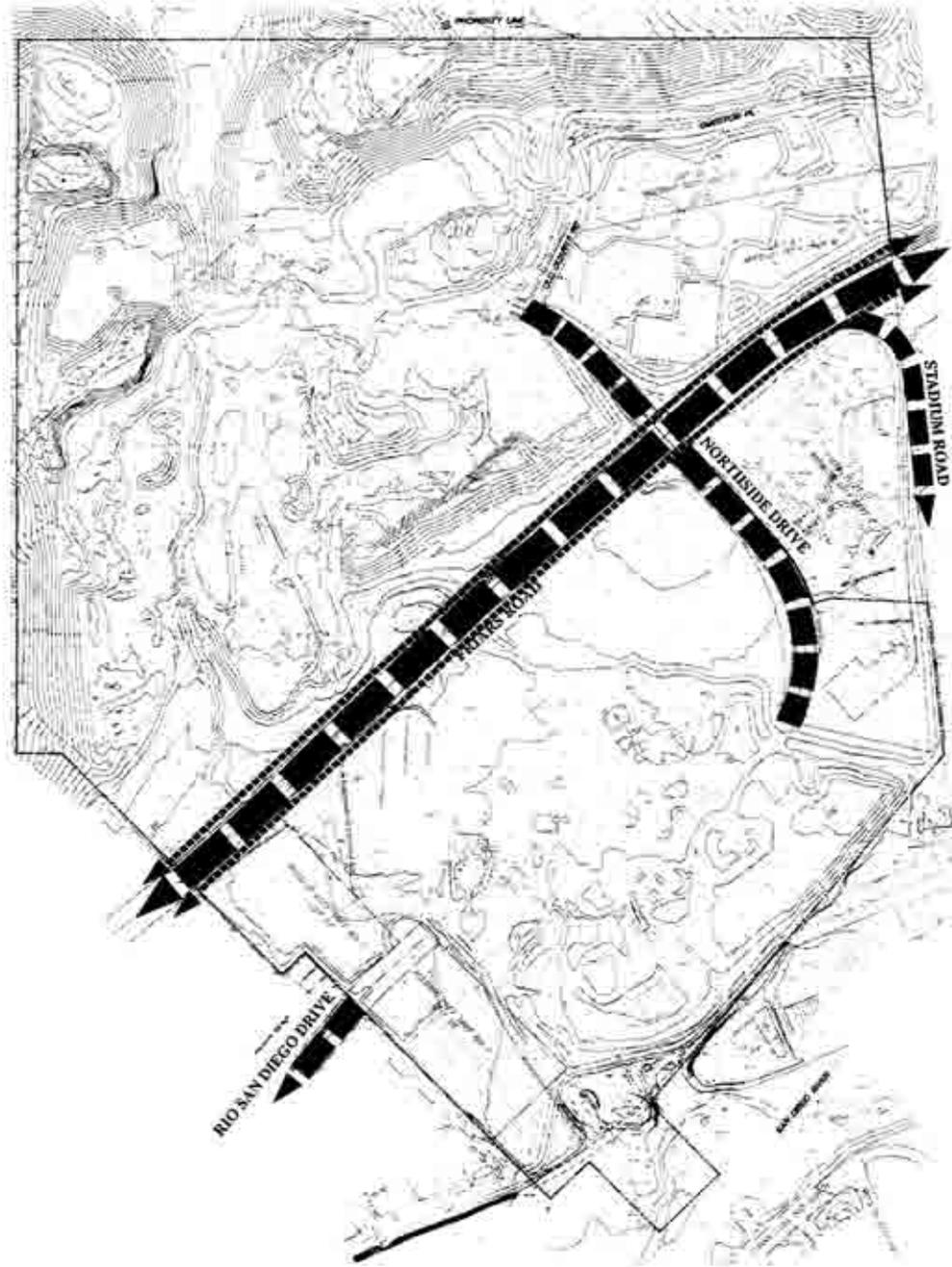
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*Mission City* is afforded excellent vehicular accessibility by an established roadway system and a variety of mobility options. The circulation system planned for *Mission City* will meet the vehicular circulation needs of the project as well as complementing alternative modes of transportation available to future residents and employees in *Mission City*. The planned roadway network serves to achieve the goals and objectives of the Mission Valley Community Plan as evaluated by the *Mission City* Traffic Study prepared by Urban Systems Associates (November 18, 1997 and supplements February 2, 1998 and February 20, 1998).

### A. EXISTING CIRCULATION NETWORK

As shown in Figure IV-1, *Existing Circulation System*, *Mission City* is easily served by existing and planned public streets which connect to and through the Specific Plan area. The primary east-west local access is provided by Friars Road, which traverses the central portion of the Specific Plan area dividing *Mission City* North from *Mission City* South. Rio San Diego Drive terminates at *Mission City* South's western border. North-south access is available from Northside Drive in the eastern portion of *Mission City*. Regional circulation in the project area is provided by the I-15, I-8 and I-805 freeways. I-15 and I-805 serve motorists traveling in a north-south direction, while I-8 serves east-west travelers. A brief description of these existing roadways, their classifications and functions is provided below.

- **Friars Road:** Friars Road begins at Mission Gorge Road in the Allied Gardens community and terminates at Sea World Drive in the coastal portion of the City. In the project vicinity, Friars Road functions as a six-lane primary arterial providing east-west access through the project site.
- **Northside Drive:** Northside Drive is a four-lane urban major providing north-south access in the eastern portion of *Mission City*. It has been partially improved south of Friars Road and provides access to the existing office park immediately east of *Mission City*.
- **Milly Way:** Milly Way is a two-lane collector planned to cross over Interstate 8 (I-8) and the San Diego River. The extension of Milly Way over the San Diego River has not been constructed.
- **Rio San Diego Drive:** Rio San Diego is a four-lane major that extends east-west and terminates at the western border of *Mission City* South. It provides access to River Run office use in Rio Vista East and the Mission Valley Marriott located just east of Stadium Way. Rio San Diego Drive has recently been extended into the Rio Vista West development, located west of Stadium Way.



LEGEND



6 LANE PRIMARY ARTERIAL  
FRIARS ROAD - 116' R.O.W



4 LANE MAJOR  
RIO SAN DIEGO DRIVE - 98' R.O.W



4 LANE MAJOR  
NORTHSIDE DRIVE - 92' R.O.W



PRIVATE DRIVEWAY  
STADIUM ROAD



CLASS II BIKEWAY

EXISTING CIRCULATION SYSTEM

MISSION CITY

FIGURE IV-1

- **Interstate 15 (I-15):** I-15 is a north-south freeway with 8-10 lanes that lies east of *Mission City*, beyond Qualcomm Stadium. I-15 Provides regional access across San Diego County, beginning in southeast San Diego and continuing north of the San Diego border into Riverside County.
- **Interstate 8 (I-8):** I-8 is an east-west freeway with 8-10 lanes, located south of *Mission City*. It provides regional freeway travel from the coast to the east beyond the San Diego County limits.
- **Interstate 805 (I-805):** I-805 is a north-south freeway with 8-10 lanes, located west of the project site. I-805 provides freeway access from Sorrento Valley to the United States/Mexico border.

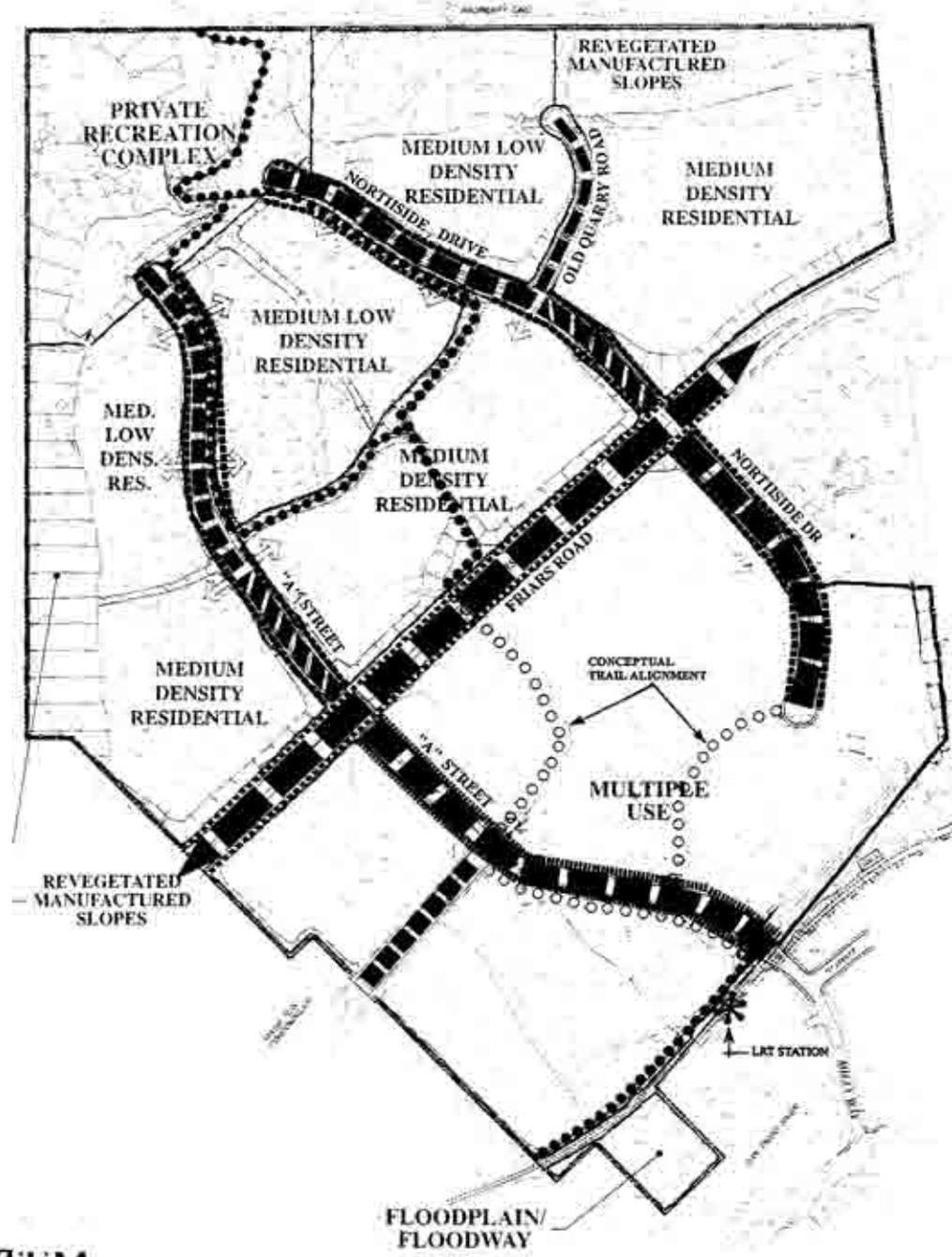
## B. PROJECT CIRCULATION NETWORK

Vehicular circulation within *Mission City* is achieved through connections to the primary network established by existing city streets. The internal street system of local roads and private drives would be designed in association with future development proposals to efficiently serve all land uses in *Mission City*. Figure IV-2, *Circulation Plan*, depicts the circulation plan for *Mission City* and designates the classification of roads designed to serve *Mission City*. Cross-sections which show the design and improvement to each classification of roadway in *Mission City* are presented later in this chapter in subsection "D", CIRCULATION AND ACCESS GUIDELINES. The landscape treatment of these roadways is described and illustrated in Chapter VII, LANDSCAPE ELEMENT.

Friars Road traverses the project site, separating *Mission City* North from *Mission City* South. It exists as a six-lane arterial. *Mission City* would provide improvements to Friars Road, including the addition of a raised center median, sidewalks and parkways and two signalized intersections. Acceleration and deceleration lanes would be provided at "A" Street and Northside Drive to provide efficient ingress and egress for motorists.

Primary access points to residential neighborhoods and the *Mission City* Private Recreation Complex planned for *Mission City* North would be provided as part of the project through extensions of "A" Street and Northside Drive into the neighborhoods of *Mission City* North. These streets would occur as four-lane collectors with landscaped medians and parkways as they enter *Mission City* North, north of Friars Road. Once inside the gated entries, Northside Drive and "A" Street would become two-lane private collector streets with center medians and parkways.

Vehicular access to the Multiple Use area (Planning Area 6) planned for *Mission City* South would be provided as part of the project as the southerly extensions of "A" Street and Northside Drive. South of Friars Road, "A" Street and Northside Drive would be constructed as four-lane collectors with landscaped parkways and raised center medians. Northside Drive would terminate at "A" Street in Planning Area 6. (A portion of this street may be a private street or drive.) "A" Street would continue through *Mission City* South to Milly Way. As described previously, additional internal circulation will be provided in *Mission City* South and may be constructed as public streets, private streets or private drives. The western leg of "I" Street terminates at Milly Way, south of *Mission City*. The construction of "I" Street and Milly Way is the responsibility of others and is not a requirement of developers in *Mission City*. Additionally, Rio San Diego Drive would be extended into Planning Area 6, a modified four-lane collector, to connect with "A" Street.



**LEGEND**

	6 LANE ARTERIAL FRIARS ROAD - 136' R.O.W.
	4 LANE COLLECTOR NORTHSIDE DRIVE - 96' R.O.W. & "A" STREET - 108' R.O.W. (SOUTH OF FRIARS RD.)
	4 LANE COLLECTOR ENTRIES TO MISSION CITY NORTH
	MODIFIED 4 LANE COLLECTOR RIO SAN DIEGO DRIVE (98' ROW)
	2 LANE ENHANCED COLLECTOR (PRIVATE) NORTHSIDE DRIVE (NORTH OF FRIARS RD.) - 82' R.O.W.
	2 LANE ENHANCED COLLECTOR (PRIVATE) "A" STREET (NORTH OF FRIARS RD.) - 80' R.O.W.
	2 LANE RESIDENTIAL (PRIVATE) OLD QUARRY ROAD - 60' R.O.W.
	EXISTING CLASS II BIKEWAY
	8' WIDE TRAILS (SOLID DOTS SHOW ALIGNMENT, OUTLINE DOTS SHOW TENTATIVE ALIGNMENT) (ACTUAL ALIGNMENT TO BE DETERMINED AS PART OF DEVELOPMENT PLAN IN THIS AREA)
	PROPOSED CLASS II BIKEWAYS
	PROPOSED CLASS III BIKEWAYS

CIRCULATION SYSTEM

MISSION CITY

FIGURE IV-2

## C. ALTERNATIVE CIRCULATION SYSTEMS/MOBILITY OPTIONS

In addition to roadways for vehicular use, the circulation system for *Mission City* accommodates transit services and provides a network for pedestrian and bicycle travel to serve as a safe and convenient alternative to motor vehicle use. Alternative circulation and mobility options for the *Mission City* project include bus service, light rail transit, pedestrian trails and linkages, and bicycle access. These modes of transportation are described below.

### 1. Mass Transit

#### a. LIGHT RAIL TRANSIT

The MTDB is extending a light rail transit (LRT) line through Mission Valley. The Mission Valley West LRT extension is 6.2 miles in length and provides a direct connection to Old Town and the international border. Specifically, the Mission Valley West LRT extends north from the end of the Old Town Segment of the Blue Line (near Taylor Street), across the San Diego River terminating at the intersection of Rancho Mission and Ward Roads east of *Mission City*. Within the Mission Valley community, the LRT tracks run from Mission Center Road on the south side of the San Diego River corridor and cross over the river at approximately Camino del Este, west of the *Mission City* Specific Plan area. Gradually rising over Qualcomm Way, the LRT continues along the north side of the San Diego River valley then eastward through Mission Valley past Qualcomm Stadium. A trolley station will be constructed adjacent to the southern boundary of *Mission City*. The trolley station will provide a park-and-ride facility and is expected to include platforms, telephones, seating, trash receptacles, ticket vending equipment, a public address system, and lighting.

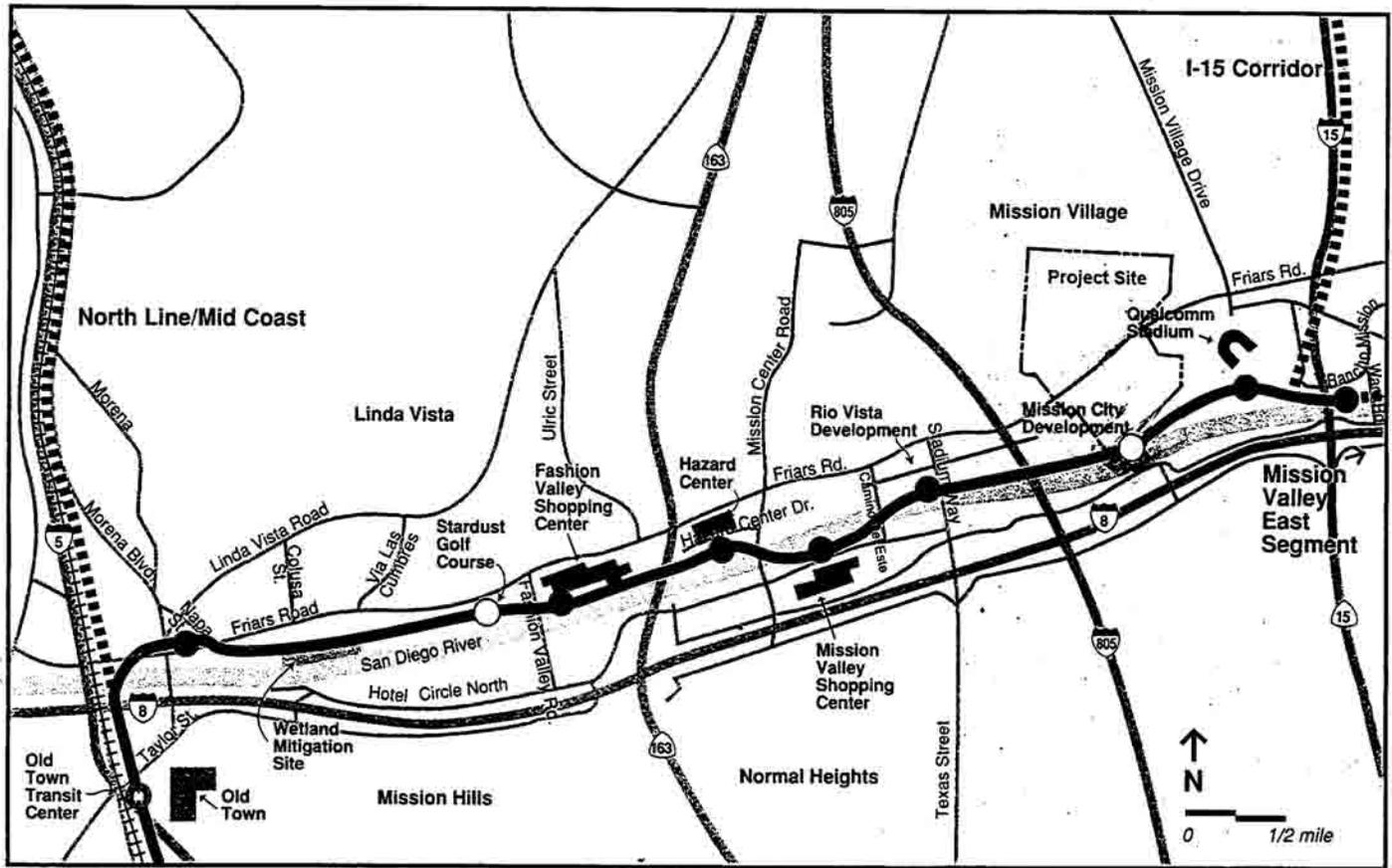
The alignment of the Mission Valley West LRT and the trolley station location proximate to *Mission City* is shown in Figure IV-3, *MTDB Light Rail Transit Plan for Mission Valley*. The Mission Valley West LRT began operations in November 1997.

#### b. BUS SERVICE

The Metropolitan Transit System (MTS) provides bus service to the Mission Valley area, with Route 13 directly accessing the project site via Friars Road. Route 13 provides connections to other areas throughout the City through transfer points located at the transit station in Fashion Valley, west of *Mission City*, and within the Allied Gardens community, to the east. Bus routes in the project area are shown in Figure IV-4, *MTS Bus Routes for Mission Valley*.

### 2. Pedestrian Linkages

Pedestrian access is available through *Mission City* as sidewalks along both sides of Friars Road. As described in Chapter III, RECREATION AND OPEN SPACE ELEMENT, the *Mission City* Specific Plan also provides for expanded pedestrian linkages throughout the project. The *Mission City* Trail begins at the *Mission City* Private Recreation Complex, with linkages to the north, within the *Mission City* North Open Space Easement, and to the south, through development areas within *Mission City*. The northern trail linkage occurs along the northern portion of "A" Street and Northside Drive meeting in roughly the center of *Mission City* North. From this point, the trail continues south under Friars Road, emerging at the



**LEGEND**

-  Approved Alignment
-  Station Sites
-  Future Stations
-  Future LRT Extensions
-  LRT Extensions Under Construction
-  Coaster Express Rail/Amtrak

**MTDB LIGHT RAIL TRANSIT  
PLAN FOR MISSION VALLEY**

FIGURE IV-3

*MISSION CITY*



**MTS BUS ROUTES FOR MISSION VALLEY**

**FIGURE IV-4**

*MISSION CITY*

*Mission City Paseo.* The *Mission City Paseo* is planned as a public use area and activity node for *Mission City South*. *Mission City Trail* will meander through the Paseo and continue alongside streets and drives or through parking areas. From this point, the trail will continue south to the LRT arrival plaza. A trail linkages will also be provided along "A" Street, as a pedestrian sidewalk separated from the vehicular travelway by a landscaped parkway, from the Mission City South Paseo to "A" Street and from the Northside Drive cul-de-sac to "A" Street. In this manner, pedestrians will be able to traverse *Mission City* and connect with the LRT station. At this point, pedestrians may board the trolley for travel to other areas in the City. A trail will also be provided from the River Run development through *Mission City*, allowing a pedestrian link for residents in River Run to access the Mission Valley West Trolley Station. Figure IV-2, *Circulation Plan*, depicts the alignment of the *Mission City Trail*. (See Section VII.I for figures that illustrate the conceptual trail design and features.)

### 3. Bicycle Access

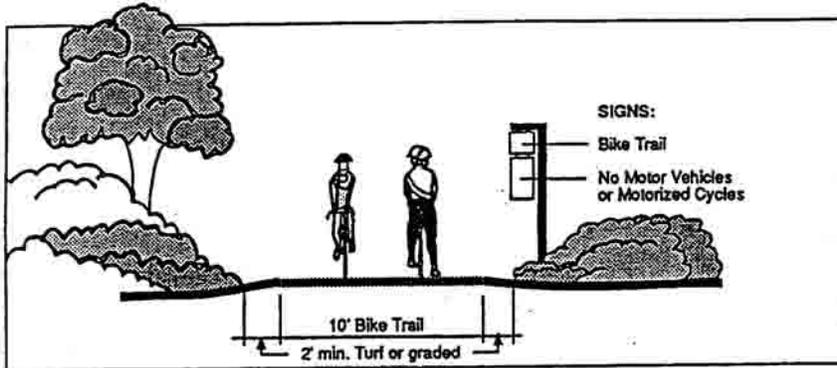
Bikeways are classified into three general categories based on the degree or extent of their improvements. *Bicycle Facilities Classifications* are shown in Figure IV-5 and defined below.

- **Bicycle Path.** A completely separate right-of-way for the exclusive use of bicycles. (Class I)
- **Bicycle Lane.** A restricted right-of-way located on the paved road surface of the traffic lane nearest the curb, and identified by special signs, land stripping, and other pavement markings. (Class II)
- **Bicycle Route.** A shared right-of-way designated by signs only, with bicycle traffic sharing the roadway with pedestrian and motor vehicles. (Class III)

The Mission Valley community contains a major segment of the city-wide bikeway system. The city-wide bikeway system is designed to extend from Quivira Way (Mission Bay) to I-15 with connections from Mission Valley to Hillcrest and Mission Hills. As part of the city-wide bikeway system, a Class II bicycle trail is located along Friars Road. Additionally, a 12-foot-wide easement running along the southern boundary of Mission City will include a bike path to provide a bicycle access and pedestrian connection from River Run to the Mission Valley LRT. A Class II bike lane will be provided on "A" Street, south of Friars Road, and a Class III bicycle route will be provided on Northside Drive, north and south of Friars Road, and on Street "A" north of Friars Road.

## D. CIRCULATION AND ACCESS GUIDELINES

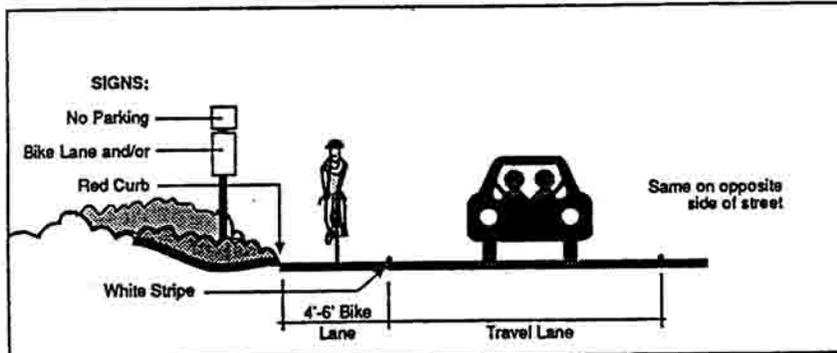
The combination of land uses provided in *Mission City* will support a variety of mobility options including walking, bicycling, transit use and automobiles. The *Mission City* Circulation Element provides for a street network and trail system which will provide direct and convenient connections within the site and into surrounding areas.



**CLASS I**  
(Typical Location - open space)

**Bicycle Path**

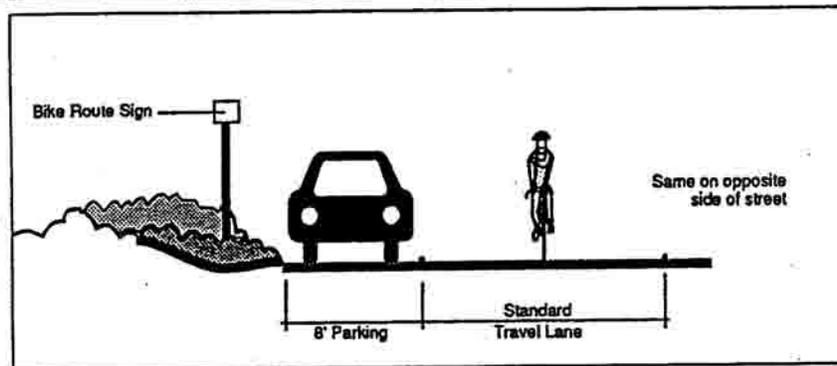
A completely separate right-of-way for the exclusive use of non-motorized vehicles



**CLASS II**  
(Typical Location - major street)

**Bicycle Lane**

A restricted right-of-way located on the paved road surface alongside the traffic lane nearest the curb, and identified by special signs, lane striping, and pavement markings.



**CLASS III**  
(Typical Location - neighborhood street)

**Bicycle Route**

A shared right-of-way designated by signs only, with bicycle traffic sharing the roadway with motor vehicles.

The dimensions illustrated are subject to change.

**BIKEWAY FACILITIES CLASSIFICATIONS**

FIGURE IV-5

*MISSION CITY*

As required in the LANDSCAPE ELEMENT of this Specific Plan (See Chapter VII), internal streets and the *Mission City* Trail should be landscaped and lined with trees. The *Mission City* Paseo should be integrated into the surrounding mix of commercial uses blending landscaping features with the hardscape of buildings. Convenient street connections and pedestrian access to adjacent areas are emphasized. Residents of the River Run residential development will be able to access the trolley station via a foot path through *Mission City*.

The *Mission City* Trail will connect to the Mission Valley West LRT. Residents in both *Mission City* and River Run will be able to access the multiple use area of *Mission City* South where commercial uses are planned.

### 1. Automobile Circulation

The street network for *Mission City* is formed by a framework of streets including Friars Road, Northside Drive, "A" Street, Old Quarry Road, and located south of *Mission City*, Milly Way and "I" Street. "I" Street and Milly Way will be constructed by others and are not requirements of the *Mission City* Specific Plan or Tentative Map. The development standards for Friars Road, Northside Drive, "A" Street and Old Quarry Road, as well as residential project entries, are presented below.

#### a. **FRIARS ROAD (See Figure IV-6, *Roadway Cross-Sections [A]*)**

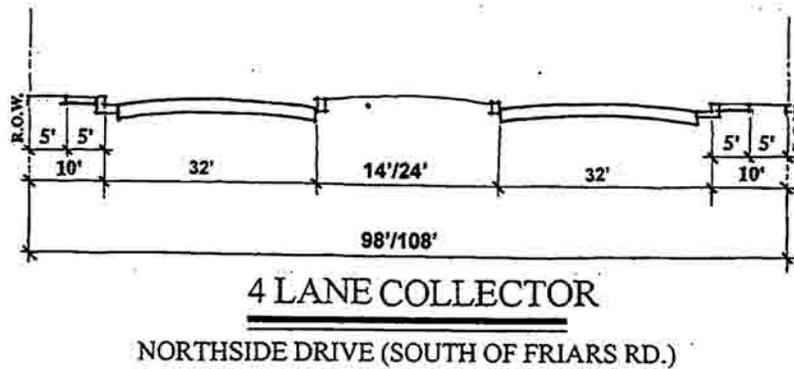
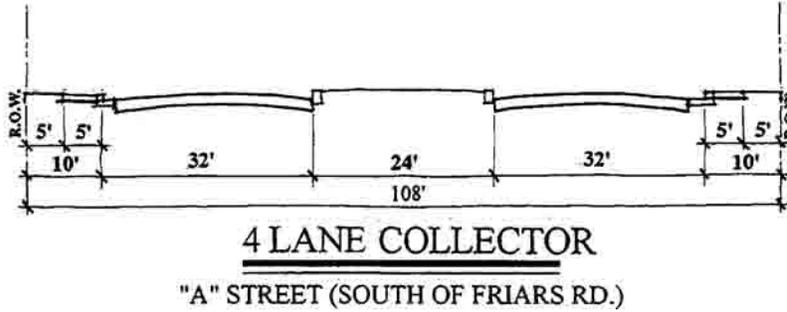
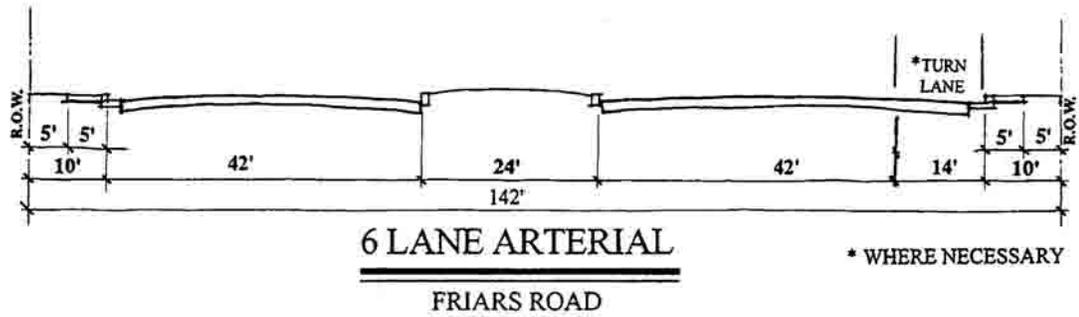
Friars Road exists as a six-lane arterial within a 116-foot right-of-way through the middle of the Specific Plan area, separating *Mission City* North and *Mission City* South. *Mission City* would provide improvements to Friars Road, including the addition of a raised center median and acceleration/deceleration lanes at "A" Street and Northside Drive. The right-of-way would be expanded to 142 feet to allow for the six travel lanes, acceleration/deceleration lanes, a 24-foot wide center median, a Class II bikeway, and ten-foot wide sidewalk/parkway treatments. Signalized intersections at "A" Street and Northside Drive would also be provided as part of the project.

#### b. **NORTHSIDE DRIVE (See Figure IV-6 and IV-7, *Roadway Cross-Sections [A] and [B]*)**

Where Northside Drive enters *Mission City* North, north of Friars Road, it should be designed as a four-lane collector, with a curb-to-curb width of 76 feet within a 96-foot right-of-way. A 24-foot wide landscaped median should separate opposing travel lanes. A five-foot wide landscape parkway contiguous with the roadway and a five-foot wide sidewalk should be provided on each side of the Northside Drive entry (see Figure IV-8, *Entries to Mission City North*.) Each leg of Northside Drive and Friars Road shall be designed to allow complete left and right turning improvements.

Once inside the entry gate, Northside Drive should be designed as a two-lane enhanced collector constructed as two lanes, each 20 feet in width, and a 20-foot median within an 82-foot right-of-way. On the east side of Northside Drive, an 16-foot landscaped setback should be provided to accommodate a portion of *Mission City* Trail. The west side of Northside Drive should include a four-foot wide sidewalk contiguous with the street.

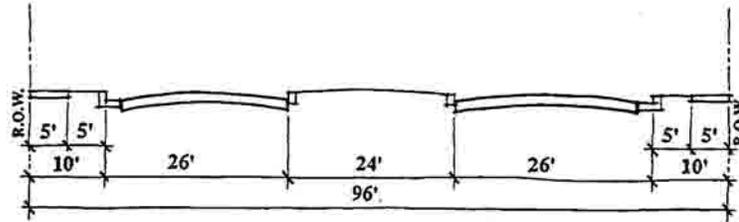
South of Friars Road, Northside Drive should be constructed as a four-lane collector with a curb-to-curb width of 76 feet within a 96-foot right-of-way. A 24-foot median with enhanced paving should separate north and south travel lanes. A landscaped parkway of five feet in width should occur along the east and



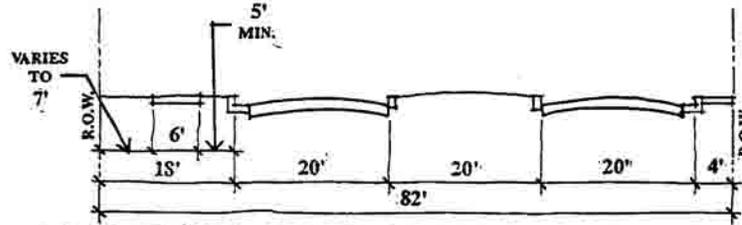
**ROADWAY CROSS-SECTIONS (A)**

FIGURE IV-6

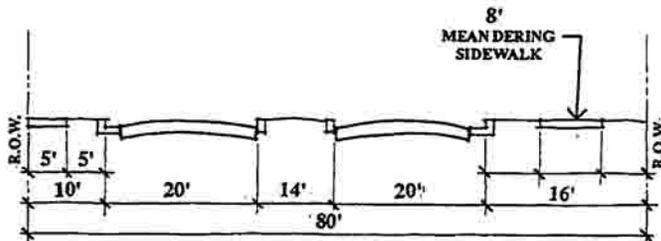
**MISSION CITY**



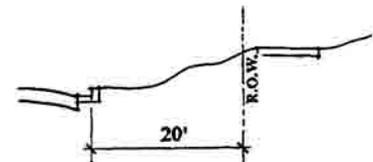
**4 LANE COLLECTOR (PRIVATE)**  
ENTRIES TO MISSION CITY NORTH



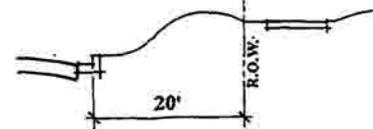
**2 LANE ENHANCED COLLECTOR (PRIVATE)**  
NORTHSIDE DRIVE (NORTH OF FRIARS RD.)



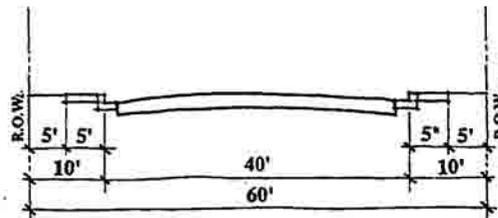
**2 LANE ENHANCED COLLECTOR (PRIVATE)**  
"A" STREET (NORTH OF FRIARS RD.)



**OPTION 1 - EXPANDED PARKWAY**



**OPTION 2 - EXPANDED PARKWAY**



**2 LANE RESIDENTIAL (PRIVATE)**  
OLD QUARRY RD.

**ROADWAY CROSS-SECTIONS (B)**

FIGURE IV-7

**MISSION CITY**

west sides of the roadway, separating pedestrians from motorists. A five-foot wide sidewalk should be provided on both sides of the street. Northside Drive will terminate at "A" Street within the Planning Area. A portion of this road may be built as a private street or drive that would provide both vehicular and pedestrian access. Signage would identify the street as an access point to Northside Drive/ "A" Street. Northside Drive, including the extension which may be built as a private street or drive, shall be considered as a public street for purposes of calculating building setback requirements.

**c. "A" STREET (See Figures IV-6 and IV-7, Roadway Cross-Sections [A] and [B])**

Similar to the Northside Drive project entry, where "A" Street enters *Mission City North*, north of Friars Road, it should occur as a four-lane collector. The right-of-way width should be 96 feet with a curb-to-curb width of 76 feet. A 24-foot wide landscaped median should separate opposing travel lanes and a five-foot wide landscaped parkway contiguous with the roadway and a five-foot sidewalk should be provided on each side of the entry. Each leg of the intersection of Northside Drive and Friars Road shall be designed to allow complete left and right turning movements.

Once within the entry gate, "A" Street should be constructed as a two-lane private collector with a curb-to-curb width of 54 feet within an 80-foot right-of-way. A 14-foot wide center median should separate travel lanes. Along the west side of "A" Street, a 16-foot wide landscaped setback should be provided. Within this area, *Mission City Trail* should be constructed as an eight-foot wide meandering sidewalk. As shown on Figure IV-7, *Roadway Cross-Sections (B)*, optional treatment of the 20-foot wide setback can occur in order to provide interest for motorists and pedestrians. On the west side of "A" Street, a five-foot wide landscaped parkway adjacent to the street and a five-foot wide sidewalk should be provided.

South of Friars Road, "A" Street should be constructed as a four-lane collector with a curb-to-curb width of 88 feet within a 108-foot right-of-way. A 24-foot median with enhanced paving should separate north and south travel lanes. A landscaped parkway of five feet in width should occur along the east and west sides of the roadway, separating pedestrians from motorists. A five-foot wide sidewalk should be provided on both sides of the street.

**d. RIO SAN DIEGO DRIVE (See Figure IV-7, Roadway Cross-Sections [B])**

Within Mission City Rio San Diego Drive should be designed as a modified four-lane collector with a curb-to-curb width of 78 feet within a 98-foot right-of-way. A 14-foot center median should separate travel lanes. A five-foot-wide parkway should separate a five-foot-wide sidewalk on both sides of the street from lanes of travel.

**e. OLD QUARRY ROAD (See Figure IV-7, Roadway Cross-Sections [B])**

Old Quarry Road should be designed as a two-lane residential street with a curb-to-curb width of 20 feet and a right-of-way of 60 feet. Five-foot wide sidewalks, contiguous with the street, should occur on both sides of Old Quarry Road. A five-foot wide landscaped parkway should occur adjacent to the sidewalk.

**f. LOCAL STREETS**

Local streets and drives may be utilized to provide access from the primary roadways described above through individual residential and commercial developments. Five-foot wide contiguous sidewalks and five-foot wide parkways should occur on both sides of local streets and drives used for vehicular access.

Other internal access connection routes provided in *Mission City South* may be constructed as local public streets, private streets or private drives. These local streets or drives shall be considered public streets for purposes of calculating building setback requirements.

## 2. Project Entries

### a. MISSION CITY NORTH

For *Mission City North*, primary project entries occur as entry gates on "A" Street and Northside Drive and will set the initial impression for visitors and residents to *Mission City North*. Upon turning north from Friars Road, formally landscaped streetscenes extend along both sides of the roads. Large evergreen upright trees and flowering medium round headed trees are combined with groundcover and shrubs at the north side of the intersection of Friars Road and Northside Drive and "A" Street. Medium evergreen street trees line the roads while enhanced paving and a formal planting of flowering deciduous round headed trees are used within a landscaped median. Behind the street trees, a backdrop of flowering deciduous round headed trees, small round headed evergreen trees, shrubs and groundcover completes the landscape design for the entries. An entry kiosk may be constructed in the median at the same location as the gates to provide for the safety of visitors and residents alike. Figure IV-8, *Entries to Mission City North*, represents the typical concept of the gated project entries on "A" Street and Northside Drive within *Mission City North*.

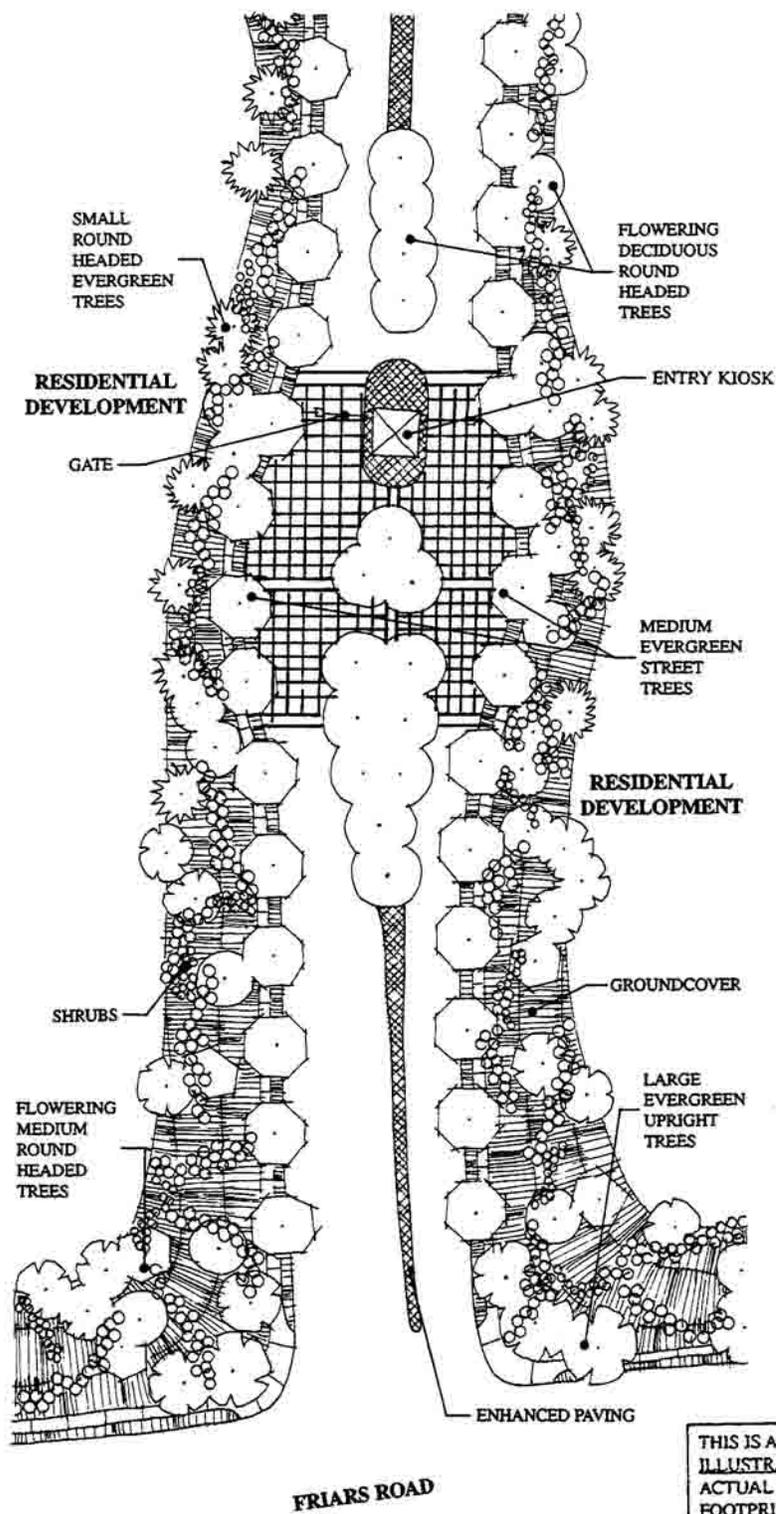
Secondary project entries may occur in conjunction with development proposals for residential areas in *Mission City North*. These should be of lesser scale, may not be gated, and will identify specific residential developments as well as direct traffic. It is also envisioned that an entry treatment will occur at the entries to the *Mission City Private Recreation Complex*. This would identify the Private Recreation Complex and its various amenities.

### b. MISSION CITY SOUTH

Project entries into *Mission City South* should be determined in conjunction with development proposals for the Multiple Use area (Planning Area 6). It is envisioned that a primary project entry would occur on the south side of Friars Road where "A" Street extends into Planning Area 6. "A" Street will continue through *Mission City South* to Milly Way, provide a direct connection to the LRT. Northside Drive will terminate at a cul-de-sac within the Planning Area creating opportunities for an enhanced arrival statement and secondary project entries.

## 3. Transit Opportunities

*Mission City* will incorporate a variety of land uses which are intended to integrate with the adjacent LRT and LRT station. The mix of land uses, the comprehensive trail system and the circulation network will expose *Mission City* residents, workers and visitors to a variety of easily accessible mobility options. Of particular importance to *Mission City* will be the proximity of the LRT and bus routes which provide connections to other areas in San Diego without use of the automobile.



THIS IS A CONCEPTUAL DESIGN FOR ILLUSTRATIVE PURPOSES ONLY. ACTUAL LOT DESIGN, BUILDING FOOTPRINTS, PARKING, AND CIRCULATION MAY VARY FROM THESE TYPICAL REPRESENTATIONS.

**ENTRIES TO MISSION CITY NORTH  
("A" STREET AND NORTHSIDE DRIVE BETWEEN  
FRIARS ROAD AND GATED ENTRIES)**

FIGURE IV-8

*MISSION CITY*

**a. LIGHT RAIL TRANSIT**

Pedestrian access to the Mission Valley West LRT, located along the southern boundary of *Mission City*, should be provided as part of the *Mission City Trail* system. The southern portion of the *Mission City Trail* will occur through the *Mission City Paseo*, along "A" Street and ending at an arrival point proximate to the LRT. The arrival point should function as an attractive and pleasant gathering or meeting place for transit users. Vehicular access and parking for the LRT is located off-site to the south of *Mission City* and will be provided by MTDB as part of the Mission Valley West LRT. Figure IV-3, *MTDB Light Rail Transit Plan for Mission Valley*, depicts the relationship of the LRT to the *Mission City Specific Plan Area*.

**b. BUS ROUTES/STOPS**

The MTS bus route 13 follows Friars Road through *Mission City*. A bus stop is located on the north side of Friars Road. See Figure IV-4, *MTS Bus Routes for Mission Valley*, for an illustration of all MTS bus routes in Mission Valley.

**4. Pedestrian Access and Facilities**

For *Mission City*, pedestrian access takes the form of a comprehensive internal trail system (*Mission City Trail*) and sidewalks.

**a. SIDEWALKS AND WALKWAYS**

Streetside sidewalks occur as non-contiguous pedestrian elements along "A" Street and Northside Drive. Contiguous sidewalk elements should occur along local streets constructed in conjunction with future development proposals. Walkways provide access through development areas and may occur along drives or through parking areas. Sidewalks should be a minimum of five feet in width and paved with a lightly textured, light colored concrete. Walkways should be identified with a scoring pattern or enhanced paving.

**b. MISSION CITY TRAIL—NORTHERN LINKAGES**

As it traverses *Mission City North*, the *Mission City Trail* occurs both as sidewalks and as separate linkages through the residential planning areas. Where it occurs on sidewalks, the *Mission City* trail should be constructed in accordance with the guidelines for *Sidewalks and Walkways*, presented under "a" above. Where the trail occurs as a separate element, it should be a minimum of eight feet in width and composed of compacted aggregate or concrete. A minimum three-foot high privacy wall may be placed along the trail edge where it traverses residential areas.

**c. MISSION CITY TRAIL—SOUTHERN LINKAGES**

The southern linkages of the *Mission City* trail system occur in three primary locations: 1) within the *Mission City Paseo*; 2) along "A" Street extending to the LRT arrival plaza, 3) from the River Run residential area to the LRT arrival plaza, within a 12-foot wide easement. Along "A" Street, the trail shall occur as a four-foot wide sidewalk separated from the roadway by a four-wide landscape parkway. Secondary linkages occur as connections between the Paseo and "A" Street and between the Northside Drive cul-de-sac and "A" Street.

**d. MISSION CITY PASEO**

An important link for the *Mission City* Trail passes through the *Mission City* Paseo. The *Mission City* Paseo should be designed in concert with development proposals for Planning Area 6. It should be a minimum of 50 feet in width and incorporate a mixture of pedestrian elements including landscape and hardscape treatments. The Paseo is intended to allow integration of automobiles and pedestrians in a safe manner. Street crossings of the Paseo are permitted. Parking areas may occur within the Paseo as an element of adjacent land uses or as on-street parking spaces. Within the Paseo, the pedestrian trail should be a minimum of six feet in width and integrated, in both material and alignment, with other hardscape and landscape elements of the Paseo. The Paseo may connect with other trail linkages in *Mission City* South or may continue through the mixed use core in Planning Area 6 as a separate trail connection to the LRT.

**e. MISSION CITY TRAIL AND PLAZA**

The *Mission City* LRT Plaza in the southern portion of the Specific Plan area will create a similar enjoyable experience as that afforded paseo users north and south of the Friars Road pedestrian undercrossing. In this area, low maintenance landscape and hardscape treatments should convey a feeling of excitement as the pedestrian arrives at the natural corridor created by the San Diego River environment and the urban amenity of the LRT station. Hardscape areas may be used as visual elements to enhance the LRT platform and provide opportunities to enjoy the out-of-doors while awaiting a trolley. This area could also be the location of vendor carts underscoring the arrival plaza and creating a lively pedestrian scene.

**5. Bicycle Access and Facilities**

A Class II bike route is located on Friars Road, "A" Street and Rio San Diego Drive as shown on Figure IV-5, *Bicycle Facilities Classifications*. Class III bicycle facilities should be provided on internal streets within *Mission City*.

In order to support bicycle travel as an alternate mode of transportation, secure bicycle parking facilities should be provided adjacent to every retail, employment or common area (such as the *Mission City* Paseo), in conjunction with the *Mission City* arrival statement at the LRT, and at the *Mission City* Private Recreation Complex. Bicycle parking facilities should include either bicycle racks or bicycle lockers. Bicycle lockers should be provided for employees and located proximate to entrances of major activity centers.