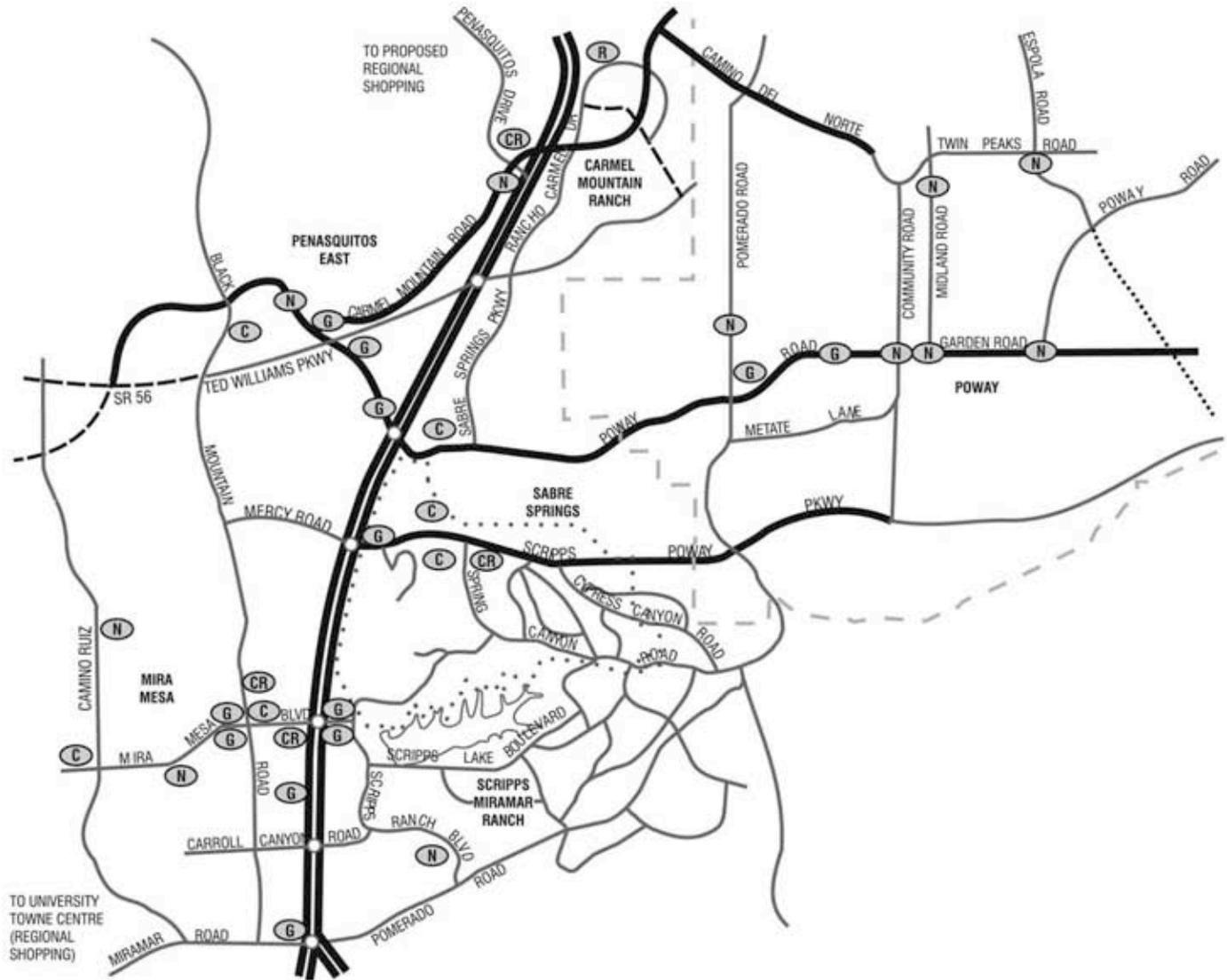


LEGEND:

- PLANNING AREA BOUNDARY 
- FREEWAY OR PRIME ARTERIAL 
- MAJOR STREET OR COLLECTOR STREET 
- MUNICIPAL BOUNDARY 
- NEIGHBORHOOD COMMERCIAL 
- COMMUNITY COMMERCIAL 
- REGIONAL COMMERCIAL 
- GENERAL COMMERCIAL 
- COMMERCIAL RECREATION 



Subregional Circulation
Miramar Ranch North Community Plan

5
FIGURE

SECTION 3: TRANSPORTATION ELEMENT

Goal: Construct and maintain an adequate system for vehicular, future transit, bicycle and pedestrian circulation within the community, while providing adequate access to the larger San Diego region.

3.1 SUBREGIONAL TRAFFIC

Objective: Ensure sufficient capacity on the I-15 interchanges and onsite roadway to handle traffic generated by the community.

Interstate 15 provides the major means of access from the region to Miramar Ranch North (**Figure 5**). It has recently been upgraded to an eight-lane facility (1983) and two HOV lanes are now being added. South of the Miramar Way/I-15 interchange, there are two major roadways, I-15 and Kearny Villa Road. Interstate 15 drops down into Murphy Canyon while Kearny Villa Road joins State Route 163 (SR-163); both routes cross Interstate 8 (I-8) to the south. Kearny Villa Road follows the former I-15/SR-163 route through Kearny Mesa, then joins SR-163, which goes south across I-8 into downtown. North of Miramar Ranch North, I-15 is an eight-lane to ten-lane facility until it passes Rancho Bernardo.

3.1a Roadway Capacity of Interstate 15

Interstate 15 is the primary regional north/south corridor providing access to Miramar Ranch North. Congestion seems imminent on I-15 because of growth in the North City and through traffic to and from north of San Diego. The horizon year traffic forecast ranges from 200,000 ADT to 220,000 ADT depending on the routing of and construction of other links in the region's planned circulation network. Growth of employment centers to the north in Rancho Bernardo, Sabre Springs and Carmel Mountain Ranch, along with those in western Mira Mesa, Sorrento Valley and La Jolla, serves to counterbalance and decrease Miramar Ranch North's dependence on the most heavily used lanes of I-15 during the rush hours. Industrial uses within Miramar Ranch North also serve as a counterbalance to rush-hour traffic on I-15.

3.1b Interchange Capacity at Interstate 15

Two I-15 interchanges serve the planning area: Mercy interchange (Mercy Road-Scripps North Parkway) and Mira Mesa interchange (Mira Mesa Boulevard-Scripps Ranch Boulevard). Traffic generated by development of the Scripps Ranch amendment project, the county island area located east of the planning area, will flow via Scripps North Parkway or Spring Canyon Road to the Mercy interchange on I-15.

Mercy interchange will be characterized by high volumes of traffic outgoing southbound and incoming northbound in the morning. The outgoing traffic is commuter traffic generated by the residential development proposed in Peñasquitos East and Miramar Ranch North. On the other hand, the incoming traffic is destined to the industrial park and commercial areas in Miramar Ranch North, counterbalancing interchange flows. In spite of the counterbalance, the interchange should be designed to handle peak hour volumes under the 75-foot wide underpass. The first stage improvements will be widening of the interchange ramps to

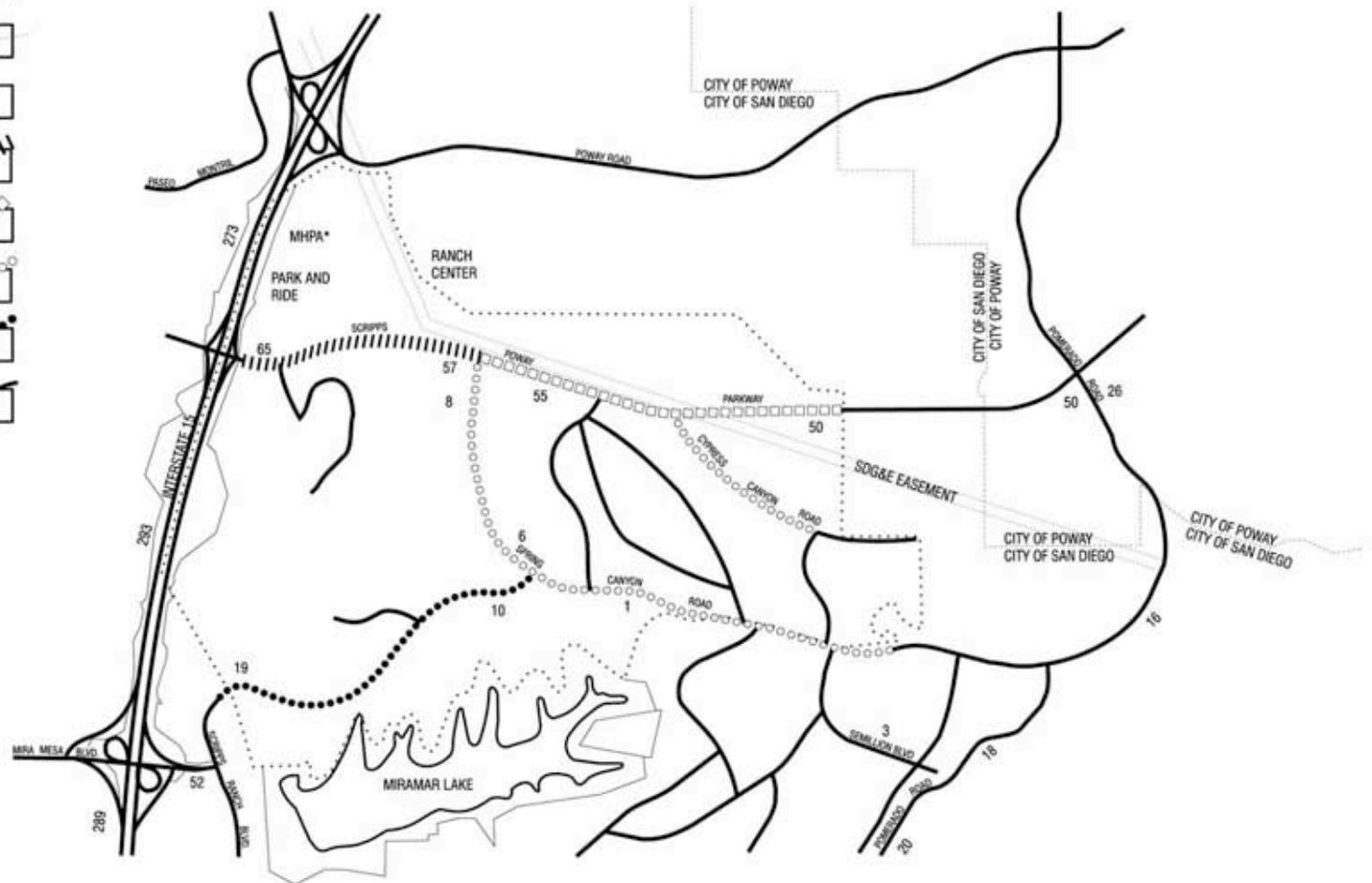
LEGEND:

- PLANNING AREA BOUNDARY 
- MUNICIPAL BOUNDARY 
- PROJECTED ADT (IN THOUSANDS) 
- 6 LANE PRIME 
- 6 LANE MAJOR 
- 4 LANE COLLECTOR 
- 4 LANE MODIFIED COLLECTOR* 
- 2 LANE COLLECTOR* 

NOTES:

Exact location and configuration subject to final design

*MHPA: Multiple Habitat Planning Area



Projected Traffic
Miramar Ranch North Community Plan **6**
FIGURE

provide for turning movements along with the roadway construction. In addition, signals should be provided as needed. Once the dwelling unit threshold as set forth in **Table 21**, which may be found in **Section 13, Implementation Element** of this text, is reached, then second stage improvements designed in accordance with Caltrans requirements should be constructed for the westbound Scripps North Parkway to southbound I-15 movement.

The Mercy interchange as proposed with widening and improvements per Caltrans requirements will adequately handle the traffic from Miramar Ranch North. The subject of funding these improvements must be dealt with in the PFFP for Miramar Ranch North.

Mira Mesa interchange possesses a high volume of southbound traffic in the morning peak hour. This traffic is generated by residential developments in Mira Mesa, Scripps Ranch and Miramar Ranch North. The critical ramp is the southbound ramp from Scripps Ranch/ Miramar Ranch North, which is estimated to be somewhat over-capacity. However, traffic from Scripps Ranch can be adequately accommodated on an alternate interchange, Carroll Canyon to the south, leaving the Mira Mesa interchange at full use rather than over-capacity. Additional signals and restriping for the interchange should be provided as needed, especially at the intersection of Mira Mesa Boulevard with Scripps Ranch Boulevard.

3.1c Status of Other Subregional Routes

The subregional circulation facilities which serve Miramar Ranch North have undergone significant improvements since the 1980 community plan was adopted. At that time, phasing for Miramar Ranch North was tied to (1) improvements to the I-15 corridor, (2) connection of Mira Mesa Boulevard from I-15 to I-805, and (3) improvement of the Mercy interchange at I-15. Also since 1980, Poway has added an east-west link, called the Poway Arterial, from the proposed Beeler Canyon Industrial Park to Pomerado Road just north of the planned intersection of Pomerado Road with Spring Canyon Road.

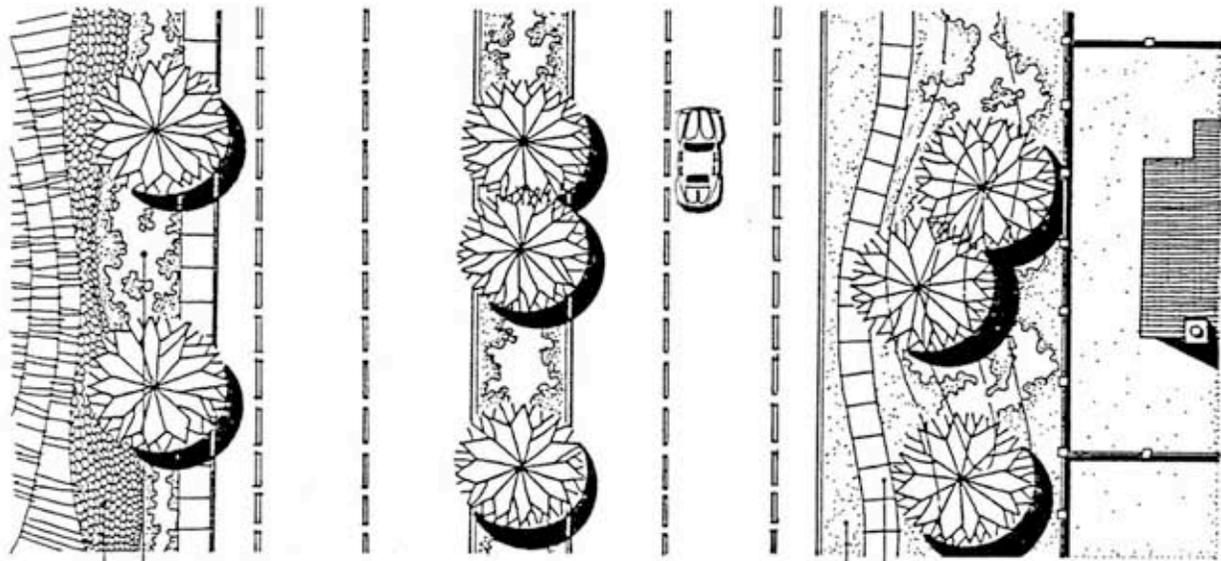
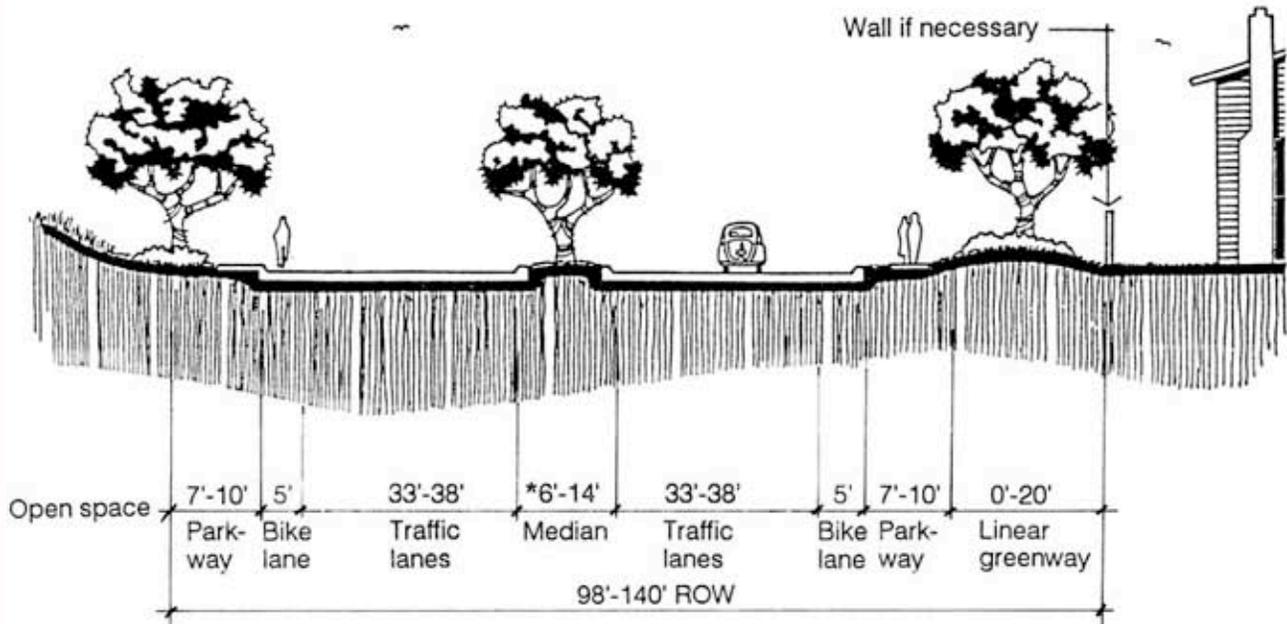
The I-15 corridor improvements planned in 1980 are now complete and work has commenced on the I-15 HOV lanes. The criteria used for Miramar Ranch North phasing contained in the 1980 plan have all been completed or are now under construction.

Connection of Mira Mesa Boulevard from I-15 to I-805 is complete, meeting another of the phasing criteria for Miramar Ranch North.

Mercy interchange is the only as yet unmet phasing criteria, so improvements to this interchange are included in the phasing plan contained in **Section 13, Implementation Element, Table 21**, of this text.

Anticipated traffic from the Poway Arterial could adversely impact the City of San Diego's Adopted Circulation Element by adding significantly more traffic onto San Diego City's roads than the Poway general plan did before recent changes to land uses in the Beeler Canyon area were adopted by the city of Poway.

In response to the creation of the Poway Arterial, and because of the City of San Diego's concern about the potential increase in traffic on San Diego streets, the San Diego



*6 ft. Center Median requires Concrete Median Barrier with No Landscape. The center median between Spring Canyon and 500 ft. east of Cypress Canyon, will remain 14 ft., in its current location and landscaped.



Scripps Poway Parkway (east of Spring Canyon)

Miramar Ranch North Community Plan

7
FIGURE

Association of Governments (SANDAG) prepared a study to propose changes in the subregional circulation system. A modification of one of the favored alternatives, called SANDAG Alternative 8A, has been incorporated into the Miramar Ranch North Community Plan circulation. The phasing found in **Section 13, Implementation Element, Table 21**, incorporates this new roadway, called Scripps North Parkway.

3.2 COMMUNITY ROADWAY NETWORK

Objective: Construct a network of major streets, collector roads and local streets serving community needs and tying into I-15.

Figure 6 depicts the expected traffic volumes and capacities of selected key roads in the planning area. The classification for each street is also shown.

The backbone street system consists of major streets and collectors providing primary circulation within the community and to I-15. Included is the Scripps Ranch Boulevard-Spring Canyon Road-Scripps North Parkway loop, tying into the Mira Mesa and Mercy freeway interchanges. Also included is Scripps North Parkway from the Mercy Interchange to Pomerado Road and Cypress Canyon Road east of the Ranch Center.

The other collector streets and local streets shown provide access to all the individual developable areas. Additional smaller roads, cul-de-sacs and private streets are expected to fill out the basic roadway network, however all of these streets are not illustrated.

The school site in the Ranch Center should provide safe access for children being picked up and dropped off by automobiles. This is particularly important due to the site's busy location. A special loop road is proposed primarily serving school traffic. Most other traffic would remain on the collector streets.

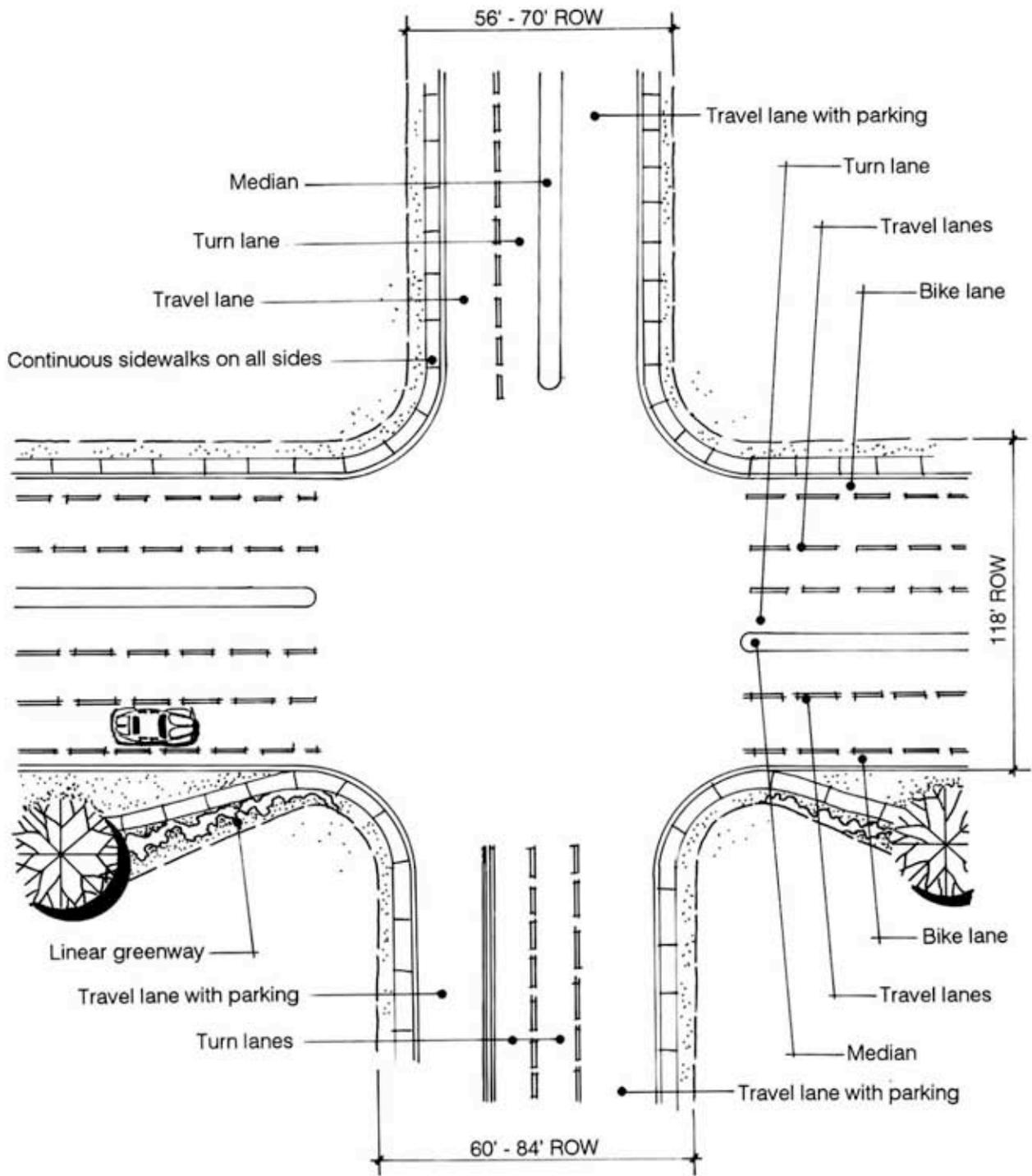
An access road extending northward from Mercy interchange will provide access to any future uses in the southeast corner of the Poway Road interchange. Initial studies indicate that this care should be taken to leave the riparian special open space preserve as undisturbed as possible.

Figure 6 shows the approximate alignment for the Scripps North Parkway, Alternative 8A as proposed by the city of Poway and adopted by the City of San Diego. The alignment corresponds to Alternative 8 of the SANDAG Route 125 North Location Analysis Report dated June 1984, and subsequent studies and correspondence including Manager's Report Number 87-256, dated May 19, 1987.

3.3 TRAFFIC GENERATION AND COMMUNITY ROADWAY DESIGN

Objective: Require streets serving the community possess sufficient capacity and meet City engineering standards to safely handle traffic generated as the community develops.

The land uses within Miramar Ranch North are expected to generate both trips within the community and also trips outside to I-15 and surrounding areas. Average daily traffic (ADT)



Scripps Poway Parkway
 (east of Spring Canyon at intersection with Scripps Creek Drive)

Miramar Ranch North Community Plan

7a
 FIGURE

is the average number of automobile trips produced on a particular road during a one-day period. The ADTs reflect not only community traffic but also trips through the community to and from Scripps Ranch; an estimated 3,000 ADT is expected to flow from the northeastern end of Scripps Ranch through Miramar Ranch North. In addition, the county lands to the northeast of the planning area are included in the ADT analysis.

Design capacity approximates the maximum ADT a road can safely and efficiently handle. The projected ADT is expected to be adequately accommodated by the proposed community roadway network. All streets should be built to City engineering standards.

At several key intersections it is important to back less significant streets off from the major intersection as much as possible. This is to permit design of full left-hand turn pockets as needed, retaining maximum capacity of the overall street network. The intersection of Scripps Ranch Boulevard and Spring Canyon Road and the spacing of driveways and streets in the Ranch Center will require careful design. Also, at the Mercy interchange, access roads to the north future institutional site and to the Mercy industrial site should be pushed back from the freeway interchange to the extent possible.

In order to establish road width and improvement standards, the City of San Diego uses a standardized scale based on traffic levels. The scale presumes typical cross traffic, driveways and development intensities along the path of the roadway and improvement levels are set accordingly. Unique conditions exist for some circulation roads in Miramar Ranch North. For instance, Scripps Ranch Boulevard within the planning area carries significant levels of traffic but with a well-protected alignment. No driveways should be permitted along the roadway since all uses adjacent to the road may gain access via tributary roads.

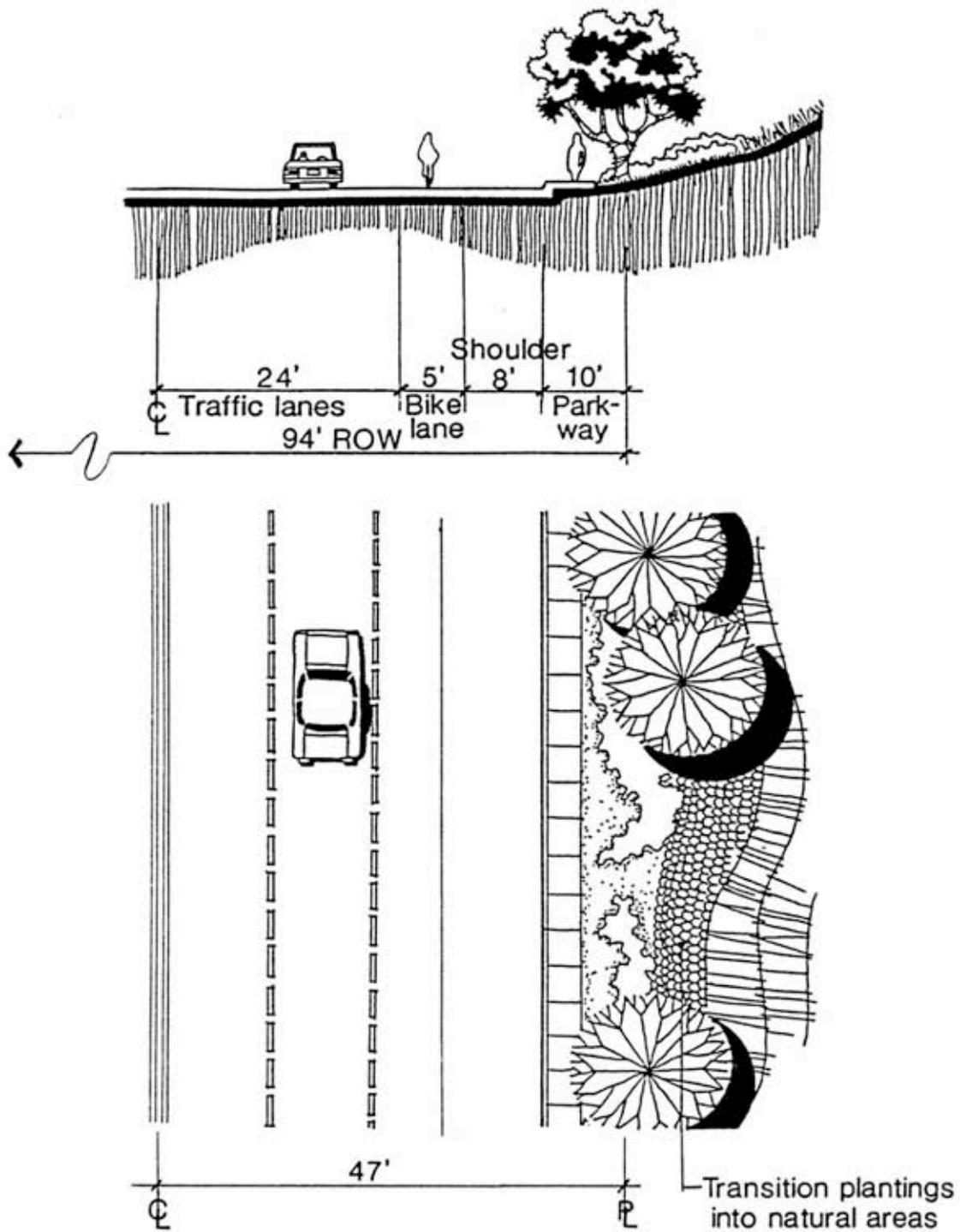
3.4 STREET AND PARKING DEVELOPMENT GUIDELINES

Objective: Encourage the sensitive design and construction of streets and parking facilities.

The design of public streets should take into account street and right-of-way widths, topography, roadside views and traffic flows. Also, bikeways, pedestrian paths and crossings and facilities for future public transportation should be considered. The overall sense of “street scene” is important in designing roads.

Streets should follow natural contours, ridges and canyons where possible. The feeling of moving around hillsides, along ridges and through canyons should be retained. In residential areas, through-traffic and high-speed travel should be discouraged, via such measures as street pattern layout and vertical and horizontal undulations of streets. Viewpoints developed as visual breaks between groups of buildings or at the end of cul-de-sacs are supported, streets should not be continuously walled off from vistas by buildings and other structures. Landscaping should be integrated into street design through continuous medians, center islands in cul-de-sacs, landscaped pockets and similar measures (see **Figures 7, 7a, 8 and 9**).

The design treatment of Scripps Ranch Boulevard along Miramar Lake is described in **Section 11.3**. Cypress Canyon Road is discussed in relation to the proposed greenway in



Spring Canyon Road
Miramar Ranch North Community Plan

8
FIGURE

Section 11.4. Scripps Ranch Boulevard, Scripps North Parkway and Spring Canyon road should be designed with as few streets and project roads intersecting the roadway as possible.

Adequate off-street parking ought to be provided in all development projects. In community facilities such as schools, religious buildings and parks, shared parking and joint development of parking areas should be considered. Where possible, parking should be distributed into multiple small lots rather than centralized into large, unsightly lots. Parking areas should be well landscaped, and screened by landscaping, berms or fences where needed. On-lot and on-street parking of boats, trailers and recreational vehicles in residential areas should be prohibited in CC&Rs.

In multifamily areas, consideration should be given to minimizing surface parking where feasible. Carport design should be consistent with building design. Carports should be visually obscured from off-site locations, particularly where they are adjacent to public use areas, lower-density residential and greenways.

Traffic signals, signs and street lighting should be provided during the normal course of development. This is to ensure a high degree of traffic safety. Special consideration should be given to providing safe access to schools and parks by children. Traffic signals may be required at the following intersections: Scripps Ranch Boulevard and Spring Canyon Road, Cypress Canyon Road and Scripps North Parkway and Scripps North Parkway at the North Ridge and Mercy industrial sites. Signals may also be necessary at the Mercy interchange.

3.5 ALTERNATE TRANSPORT MODES

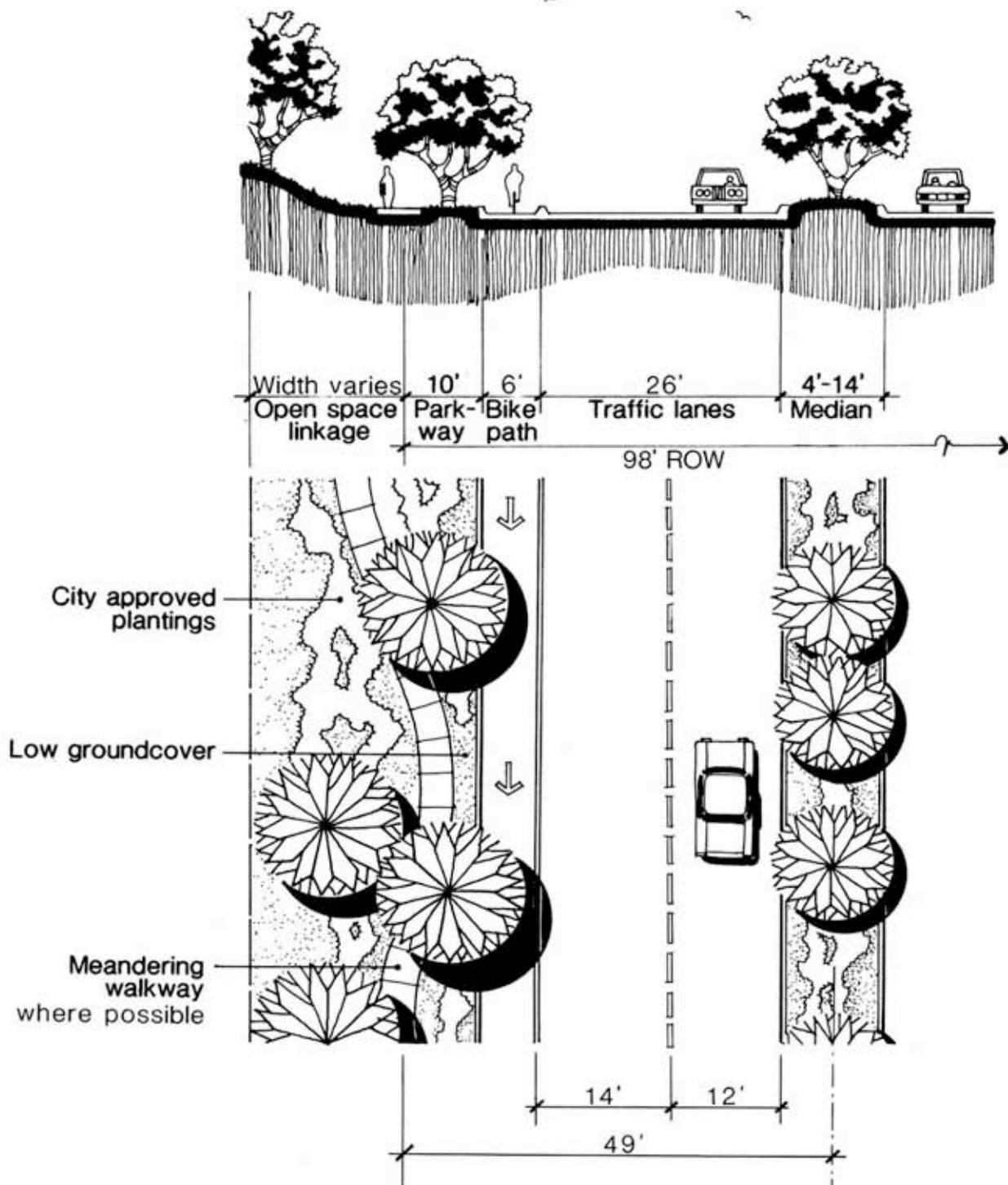
3.5a Public and Para-Transit

Objective: Provide transit alternatives to private vehicular travel.

Practical alternatives to private automobile travel should be provided for circulation within the community and to outside surrounding areas. Commuting between work and home should especially be targeted for use of alternate transport modes. Utilization of these modes reduces traffic congestion, conserves energy and minimizes air pollution.

Future bus service on I-15 should take into account riders going to and from Miramar Ranch North. In the early stage of community development, ranch riders can rely on the existing park-and-ride facility at the Mira Mesa interchange for connection to buses running up and down I-15. Increased frequency of bus service on I-15 is supported by this Plan. A park-and-ride facility is shown for development near Mercy interchange in **Figure 10**. This facility should be located next to the freeway commercial site, or optionally at the Mercy industrial site. A facility of one and one-half to two acres in size is anticipated, accommodating bicycles and a minimum of 100 parked cars. Funding for this facility should be identified in the Public Facility Financing Plan.

When Miramar Ranch North is sufficiently developed, bus service directly serving the community from the freeway will be required. Interstate 15 buses may stop at the park-and-



Note: No parking permitted



Scripps Ranch Boulevard
Miramar Ranch North Community Plan

9
FIGURE

ride facilities at Mercy and Mira Mesa interchanges. Alternately, a route following the Scripps Ranch Boulevard-Spring Canyon Road loop is suggested, as shown in **Figure 10**. Stops could include the three industrial areas, the Ranch Center, several multifamily and housing areas and the Scripps Ranch Boulevard-Spring Canyon Road intersection. Where possible, attractive, covered waiting areas for bus stops should be constructed.

In the future, some sort of scheduled transit service connecting the Scripps Miramar Ranch and Miramar Ranch North communities may be needed. One or more forms of para-transit may operate in the interim, such as subscription buses, dial-a-ride and taxicabs. Para-transit has the advantage of using existing roadways and can be made demand-responsive as well. A transit or para-transit system serving both the communities could connect industrial, residential, and commercial uses and jointly used facilities such as recreation areas, schools and the library.

One form of para-transit appears particularly attractive for commuting: carpooling, or shared-ride programs. Continuation of the computer matching service for carpools is encouraged to reduce external traffic volumes.

3.5b Bicycle Circulation

Objective: Develop a system of bikeways in the community, tying into the regional bicycle network.

A number of bikeways are proposed for internal circulation within the community. This internal system is tied to the existing regional bicycle path running along the east side of I-15. **Figure 10** depicts the community system.

The Scripps Ranch Boulevard-Spring Canyon Road-Scripps North Parkway bicycle loop connects into the regional route at the Mercy and Mira Mesa interchanges. The Spring Canyon Road portion of this loop is proposed as a bicycle lane (Class II), that is, a paved route adjacent to the roadway designated for preferential use by bicycles. Class II routes are also proposed running along the Scripps Ranch Boulevard portion of the loop and from the boulevard public access point south to Miramar Lake; these would be the bicycle lanes adjacent to pedestrian paths. The limited width of the Mercy/I-15 underpass and addition of the westbound to southbound loop require special design consideration for the bicycle path. An appropriate design should be provided, if feasible, to the satisfaction of the City Engineer prior to construction of a bicycle path at this location.

Along the urban portion of the Cypress Canyon greenway, a bicycle path is proposed. This should also be a Class II facility.

The extension of Spring Canyon Road from the loop to Pomerado Road should include a bicycle-shared route. For this Class III facility, the street would be identified for bicycle use by signing only. Motor vehicles and bicycles would share the roadway, with no special lane markings.

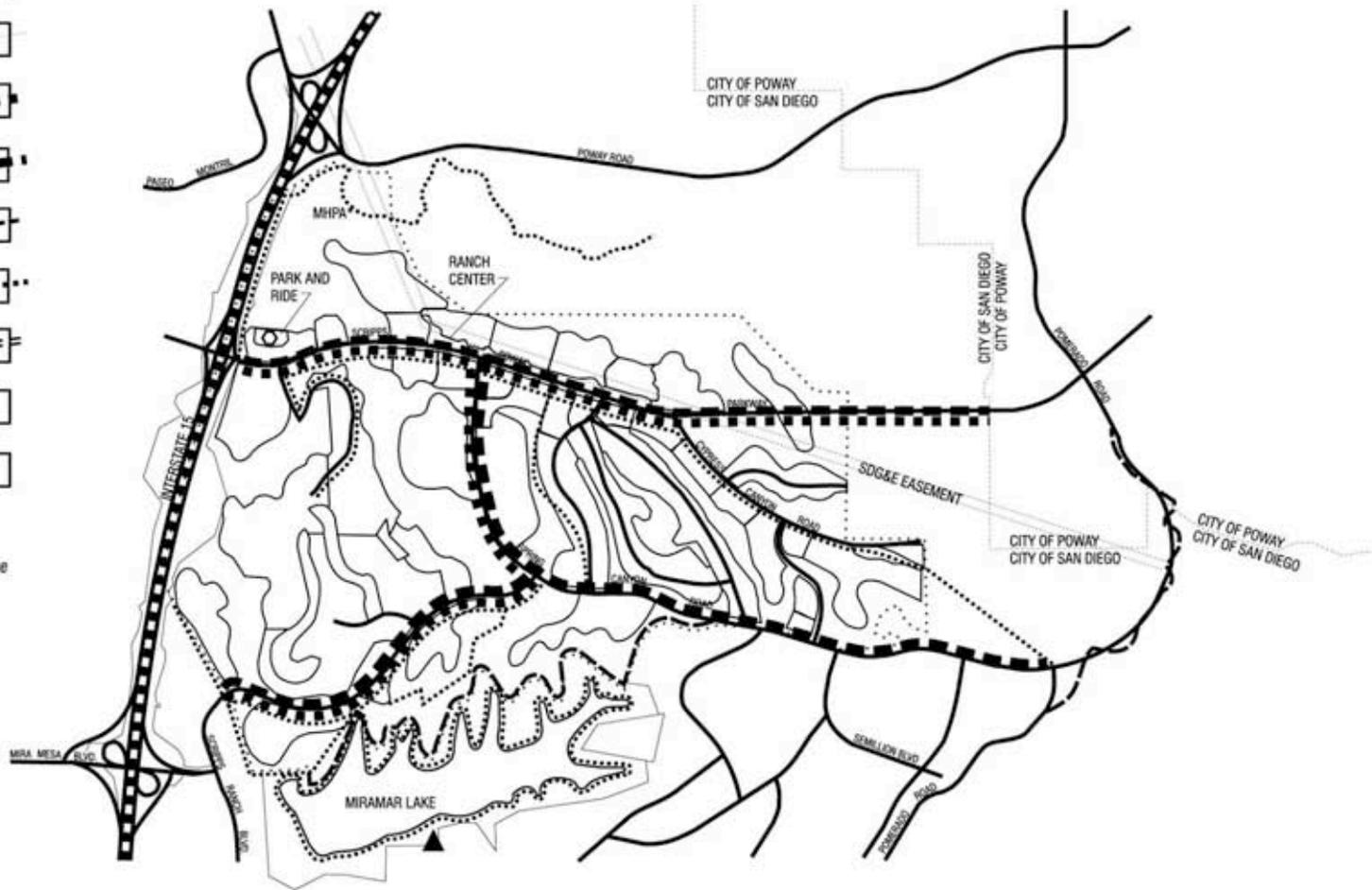
LEGEND:

- PLANNING AREA BOUNDARY 
- MUNICIPAL BOUNDARY 
- PUBLIC TRANSIT/HOV LANE 
- CLASS II BIKE LANES 
- CLASS I BIKE PATH 
- PEDESTRIAN PATH 
- EQUESTRIAN TRAIL CONNECTION 
- PARK AND RIDE 
- PUBLIC ACCESS TO MIRAMAR LAKE 

NOTES:

Alignment of roads shown may change during final design.

**MHPA: Multiple Habitat Planning Area*



Alternate Transportation Modes

Miramar Ranch North Community Plan

10

FIGURE

In addition to special bikeways along major streets and pathways, bicyclists can utilize local residential and industrial streets along with automobiles. Bicycle parking areas should be provided in the industrial areas, at the Ranch Center and at public schools and parks. A bicycle parking area in the Mercy interchange park-and-ride facility should be provided for commuter use. Bikeway crossings at all major streets should be clearly defined and located at street intersections where possible.

3.5c Pedestrian and Equestrian Movement

Objective: Provide for safe, accessible pedestrian circulation within the community and equestrian connecting links with regional trails shown in the Planning Department’s “A Plan for Equestrian Trails and Facilities.”

Figure 10 shows the system of major pedestrian paths in Miramar Ranch North. The primary component of this system is the Cypress Canyon greenway, which includes a pathway running continuously from near I-15 to the east end of the planning area boundary. The greenway is described in detail in **Section 11.4**. From the greenway, one path runs south to Miramar Lake and another south to a large residential area and the community park in Scripps Ranch. Other paths provide access to Miramar Lake from Scripps Ranch Boulevard. A steep path connects the western escarpment residential areas to the Ranch Center. All pathway crossings at major streets should be clearly defined and utilize traffic controls at intersections where possible. For further discussion of pathways, see **Sections 7.3** and **7.4**.

In addition to these developed major pathways, street improvements should include sidewalks. The use of landscaping pockets and variable sidewalk locations within the right-of-way is encouraged.

An equestrian trail connection between the Sabre Springs planning area and Los Peñasquitos Canyon Preserve is shown in **Figure 10**. This trail should be integrated into the site plan for any future use of the northwest corner of the Miramar Ranch North planning area. Construction of the trail should occur through conditions of development of the future institutional use on the property. **Figure 10** also shows a portion of the north-south Miramar Trail, which is proposed to connect the Fortuna Mountain and Los Peñasquitos Trails.

3.6 TRANSPORTATION IMPLEMENTATION

Objective: Provide for the design and construction of the community circulation system as outlined in this Plan.

The Planning Department should monitor development proposals for Miramar Ranch North, to ensure the proposed industrial and residential development limitations are followed. The City of San Diego will need to sponsor minor modifications of Mercy interchange to attain adequate capacity, to include widening the bottoms of ramps and redesigning the roadway beneath the underpass. Those which are required of the Miramar Ranch North community should be included in the PFFP, as discussed in **Section 13.3**.

Construction of the backbone street system in the community should occur in a phased program as outlined in **Section 13.1b**. This backbone includes major streets: Spring Canyon Road, Scripps Ranch Boulevard and Scripps North Parkway. Financing should be through the proposed PFFP.

Other collector, local, and private streets should be built on a project basis, through conventional subdivision financing. The City of San Diego is charged with approving street and parking designs in conformance with City standards.

The planning committee and Planning Department should monitor proposed developments in regard to proposed pedestrian paths and bikeways. The development of continuous routes such as the Cypress Canyon greenway requires careful review of all projects for conformance to Plan proposals.