

## CHAPTER 6 TRANSPORTATION ELEMENT

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### 6.1 GOALS AND OBJECTIVES

The overall transportation goal is to DEVELOP AN ONSITE CIRCULATION SYSTEM WHICH PROMOTES A SMOOTH TRAFFIC FLOW AND ADEQUATE EMERGENCY VEHICLE ACCESS. The following objectives further outline this goal:

- Provide public access to all development areas.
- Encourage the use of private streets or drives wherever feasible in order to minimize grading, and to provide design flexibility.
- Encourage streets and off-street parking designs which are sensitive to environmental conditions, traffic noise concerns and view opportunities.
- Provide a continuous and accessible pedestrian walkway throughout the Specific Plan development area.
- Provide access for mass transit which serves the project.
- All streets shall conform to the City's Street Design Manual.

### 6.2 ROADWAY NETWORK

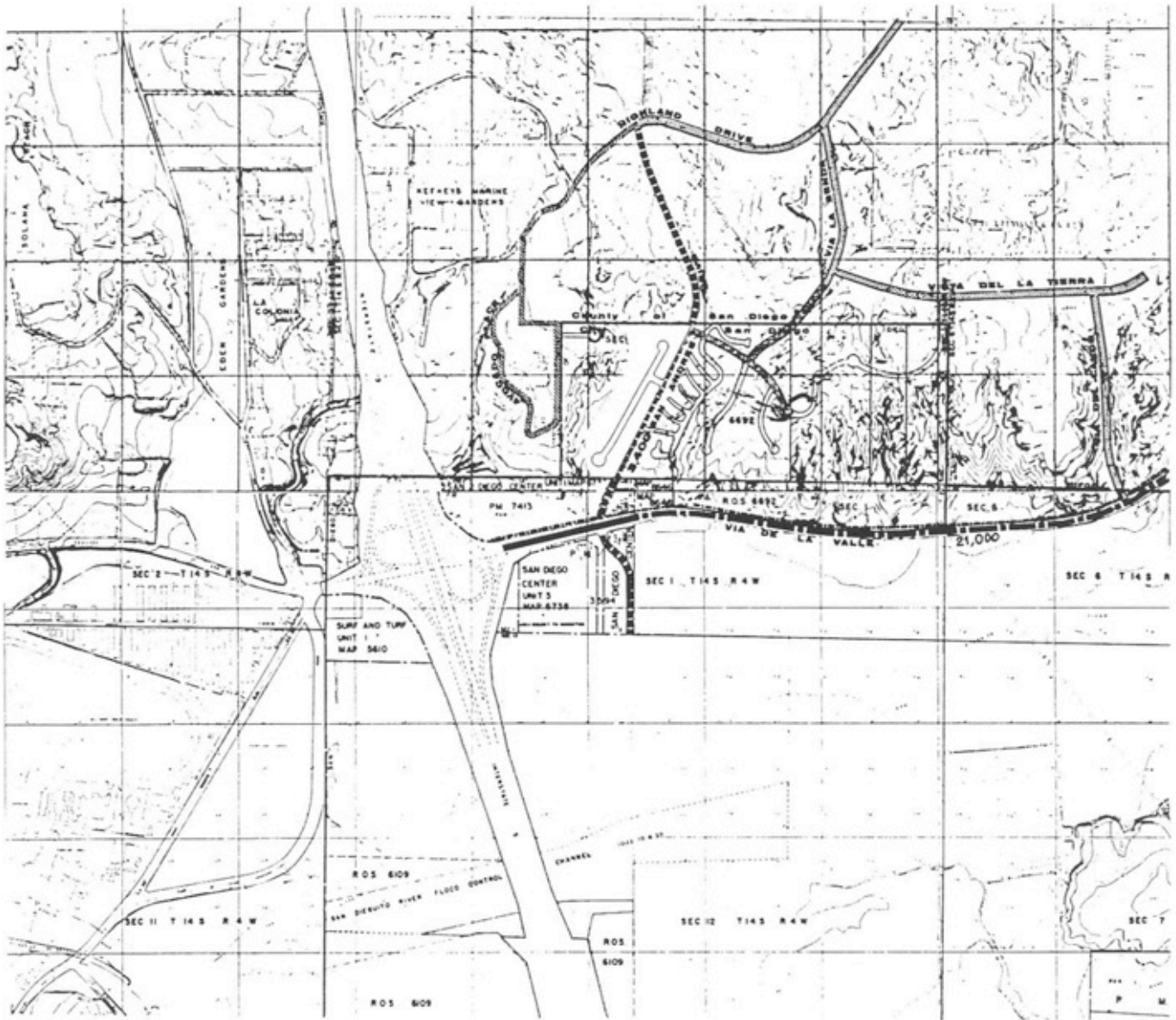
**Section 2.4e** previously described the existing subregional transportation network which serves the Via De La Valle properties (**Figure 7**). Interstate 5 provides regional access to the site from the major metropolitan areas to the north and south. Via De La Valle and Lomas Santa Fe Drive provide the east/west links from the freeway to the project vicinity. Access to the freeway is excellent. Traffic circulation and project access issues focus upon Via De La Valle and San Andres Drive.

#### 6.2a Via De La Valle

Via De La Valle is the primary link between the project area and I-5. It is classified as a four-lane major street east of San Andres Drive. North half improvements of the street will be constructed along the Specific Plan frontage per major street standards (see **Implementation Element**). Street improvements may include half of a 14-foot-wide raised center median.

Lomas Group, a property owner within Development Area 1, obtained approval of Tentative Map No. 84-0412. Conditions of approval included offsite improvements to the Via De La Valle roadway (improvement of the northerly half of Via De La Valle adjacent to the Specific Plan boundaries and storm drain improvements to carry drainage from the north side of Via De La Valle to the south edge of the new roadway). These improvements are shown on City Engineer's Construction Drawing Nos. 21810-3-D, 21810-15-D, 22577-I-D, through 22577-4-D.

Lomas Group has already contributed to the City its share for the cost of these improvements.



**LEGEND**

-  Major Street (6 Lane)
-  Major Street (4 Lane)
-  Collector
-  Residential Collector
-  Proposed Residential Collector
-  Residential Street
-  Private Street
-  Temporary Access Street
-  Bike Lane
-  Existing Average Daily Trips (ADT)



0 400 800 1200  
Scale in Feet



### **6.2b San Andres Drive**

San Andres Drive provides the primary access street into the Specific Plan area. Existing improvements vary between 32 and 40 feet of paving between Via De La Valle and Highland Drive. San Andres Drive should function adequately as a two-lane collector.

Lomas Group, a property owner within Development Area 1, obtained approval of Tentative Map 84-0412. Conditions of approval included construction of offsite improvements to San Andres Drive southerly of the Specific Plan area and north of Via De La Valle. These improvements consist of widening San Andres Drive five feet on each side to a 50-foot-wide paved roadway within the existing 70-foot right-of-way. Other improvements to San Andres Drive include relocation of franchise entities, fire hydrants, water meters, and a storm drain inlet. Easements have been obtained for the relocated utilities outside the existing 60-foot street right-of-way. These improvements are shown on City Engineer's Construction Drawing Nos. 21810-3-D, 21810-15-D, 22577-I-D through 22577-4-D, 27553-5, and 27553-6-D.

### **6.2c Avocado Place**

Access to Area 1a, the area on the ridge west of San Andres Drive, will be provided via Avocado Place. Avocado Place is for the most part a narrow dirt road in the city of Solana Beach.

Lomas Group, the owner of property within Development 1a obtained approval of Tentative Map 84-0412. Conditions of approval included dedication of that portion of Avocado Place within its subdivision and improving the street within the 34 feet dedication with curb at a ten-foot curb-to-property-line distance. That portion of Avocado Place within Solana Beach, and adjacent to and just westerly of the subdivision boundaries, shall be graded by Lomas Group, to six-foot width. Additional paving has been provided by Lomas Group in a manner satisfactory to the city of Solana Beach, so as to result in a paved roadway with a total width of 28 feet, with an AC berm and two-foot-wide graded shoulder. Avocado Place has been improved by Lomas Group offsite westerly and northerly from the subdivision within the county to Highland Drive to provide a graded width of 40 feet and 28 feet of AC paving, with AC berms on both sides, to the satisfaction of the city of Solana Beach.

## **6.3 SPECIFIC PLAN ROAD NETWORK**

**Figure 15** shows the proposed road network in the Specific Plan area.

### **6.3a Public Streets**

Public access is provided to all parcels of the Specific Plan. Development Area 1a received direct access from Avocado Place and Area 1b receives access from San Andres Drive. Development Areas 2a and 2b were landlocked in the past, but will now receive access from the public street which crosses the northern half of Area 1b to connect Area 2a; and the private drive which crosses Development Areas 3

and 4 into Area 2b. Joint access for Areas 2b, 3 and 4 is the long-term circulation pattern in this part of the Specific Plan. If Area 2b is to be developed prior to the construction of the road in Areas 3 and 4, the owner of Area 2b may, as an alternative solution, provide a temporary connection to Area 2a, via a private drive crossing the SDG&E easement to the west. This temporary access road shall be used only until such time as the road in Areas 3 and 4 is completed, at which time the temporary road shall be redesignated as emergency access road and closed to through traffic. No public streets are proposed for Area 6.

Development Areas 3 and 4 receive public access by connecting an onsite private drive with Vista De La Tierra for public access. The private drive shall extend to the boundary between Area 3 and Area 2b.

Slope rights along the reservation for the future street north of Parcel 4 for the completion of Vista de la Tierra, and along the reservation for the future street extending southerly from Vista de la Tierra to the northeast corner of Parcel 4, shall be granted by the owner of Parcel 1 to the owners of Parcels 3 and 4 before final approval of the first tentative map on Parcel 1.

All design criteria for radii, grades, emergency access, sight distance and design speeds will be consistent with City street requirements.

Right-of-way for the future possible extension of Via La Senda, should it be needed, is provided in Development Areas 1 and 2a.

### **6.3b Private Streets and Drives**

Private streets and drives make up the interior street network. Private streets and drives will have two 12-foot drive lanes and an eight-foot parking lane on one side of the street. The street width will total 32 feet of paving with curbs, gutters. Sidewalks shall be provided only where necessary for safety reasons. They should be avoided in Development Areas 1a, 2b, 3, and 4 to be compatible with adjacent development which was constructed without sidewalks. Street lighting fixtures must be of styles compatible with the architectural design of the homes. Light fixtures shall be shielded above to minimize direct light emitted above the horizontal.

The use of the private street and drive system will reduce the magnitude of grading, and will provide for private (homeowners) maintenance of these streets and drives, in lieu of maintenance by the City.

All street cul-de-sacs will be designed at the appropriate standards to permit fire truck turnarounds. An emergency 20-foot access road will be provided between Development Area 2b and adjoining properties: This emergency access road will be designed to permit emergency fire truck access only and will not intrude upon the natural open space areas.

Protective measures, such as a knockdown gate or low shrub landscaping will be placed at both ends of the emergency access road to prevent its use by unauthorized vehicles.

### **6.3c Parking**

Adequate off-street parking will be provided in all development projects. Where possible, parking will be distributed throughout the project in small clusters which can be softened by landscaping, rather than centralized into large parking lots. Parking areas will be screened by landscaping, berms, or fences as deemed necessary. In addition, parking of boats, trailers, and recreational vehicles in residential areas will be carefully controlled through project CC&Rs.

### **6.3d Mass Transit**

The planning area is currently served by the North County Transit District bus route No. 308 on Via De La Valle, with stops at the Flower Hill Shopping Center. Other service planned for the vicinity includes Metropolitan Transit Development Board (MTDB) Route 960. This proposed service could operate between the Del Mar Highlands Center, at El Camino Real and Del Mar Heights Road, and Centre City San Diego. It would not directly service the Specific Plan area.

### **6.3e Bikeway System**

The City has prepared a Master Bikeway Plan map. The map has designated Via De La Valle as a Class II bikeway. The width of the bike lane is six feet if parking is prohibited. Class II bikeways consist of two one-way bicycle lanes that are six feet in width. Class II bicycle lanes do not provide a restricted right-of-way, but are rather an exclusive lane within the curb-to-curb width of the roadway. Bicycle lanes are semi-exclusive only within 200 feet of an intersection when right-turning motor vehicles are permitted within the bicycle lane. Bicycle lanes on Via De La Valle will ultimately connect old Highway 101 with El Camino Real. The bicycle lane will be provided with the frontage road improvements planned for Via De La Valle, with appropriate transitions for both directions of traffic.

## **6.4 IMPLEMENTATION**

The Specific Plan proposals have been reviewed and evaluated by a qualified traffic engineer to determine the level of street improvements needed to implement the Specific Plan. These improvements are described in **Sections 6.2a - 6.2c**. The construction and phasing of improvements to Via De La Valle and San Andres Drive shall be determined in the Specific Plan - Facilities Financing Program.