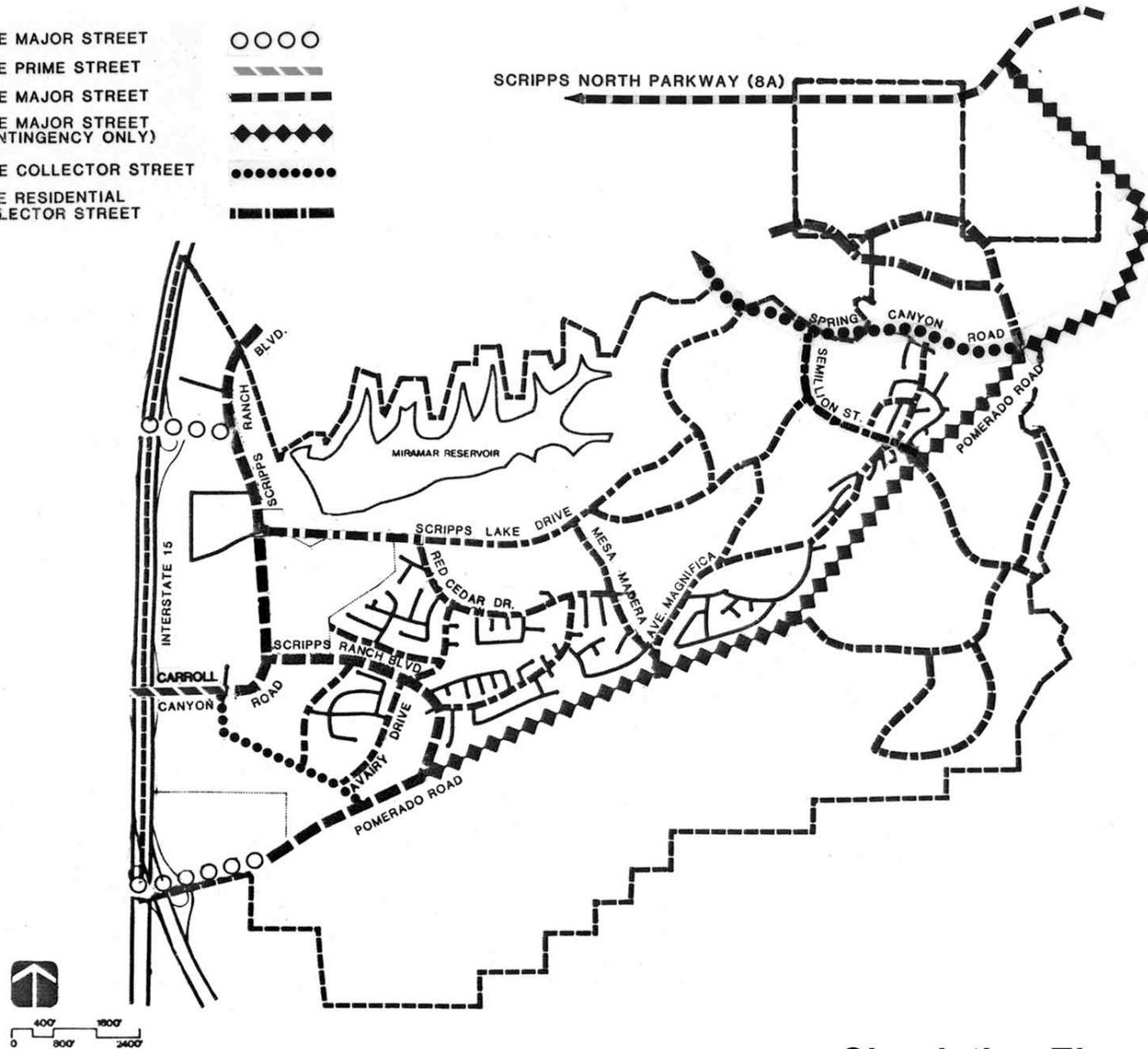


- 6-LANE MAJOR STREET ○○○○
- 4-LANE PRIME STREET ▨▨▨▨
- 4-LANE MAJOR STREET - - - -
- 4-LANE MAJOR STREET (CONTINGENCY ONLY) ◆◆◆◆
- 4-LANE COLLECTOR STREET ●●●●
- 2-LANE RESIDENTIAL COLLECTOR STREET -·-·-·



Circulation Element
Scripps Miramar Ranch Community Plan

15
FIGURE

TRANSPORTATION ELEMENT

OBJECTIVES

The goal of this element is to PROVIDE AN EFFICIENT AND AESTHETICALLY PLEASING TRANSPORTATION SYSTEM FOR VEHICULAR, BICYCLE, EQUESTRIAN AND PEDESTRIAN TRAFFIC WITHIN THE COMMUNITY AND TO THE GREATER METROPOLITAN AREA. Realization of this goal depends upon identification and successful implementation of more specific objectives outlined below. By emphasizing efficiency, as well as diversity within the Scripps Miramar Ranch circulation system, these objectives provide a more complete answer to residents' transportation needs than presently exists in the community.

- Alleviate current traffic congestion and prevent chronic congestion in the future, particularly for access to and from I-15.
- Preserve and enhance the forested and hilly character of the community. Provide low-maintenance landscaping along roadways, wherever appropriate, which emphasizes the use of eucalyptus trees.
- Provide a continuous pedestrian, equestrian and bicycle system throughout the community in conjunction with open space areas, minimizing conflicts with vehicular traffic patterns.
- Encourage and facilitate the use of public transit, carpools and bicycles within and outside the community in conjunction with ongoing citywide programs.
- Maintain the integrity of Miramar Reservoir while providing suitable access for maintenance and recreational uses from both the metropolitan area and Scripps Miramar Ranch. Discourage metropolitan traffic from gaining access to the reservoir through the Scripps Ranch residential community.
- Provide adequate access to all community resources and areas, with an emphasis on safety, aesthetics and integration of facilities.
- Minimize the number of driveways opening onto four-lane streets and Pomerado Road.
- Accommodate transportation needs for United States International University and the University of California at San Diego.
- Prohibit off-road vehicles on all open space and public property.
- Distribute costs for improvement of transportation systems necessitated by future development on an equitable basis throughout the planning area; however, no additional costs should be borne by the Scripps Ranch residential community existing prior to adoption of the Plan.

FORECAST OF COMMUNITY CIRCULATION NEEDS

By using the land use elements of this Plan, the adopted Mira Mesa Community Plan, proposed land use and SANDAG population projections for surrounding areas, it is possible to project future travel demands and road network needs. Several alternative land uses were suggested and considered for the Scripps Miramar Ranch community, however, the feasible alternatives were limited by a number of factors other than travel considerations and their effect on alternative road networks was minor.

There are two major areas of potential growth which could affect the traffic loads traveling through the community: 1,700 homes in the northeast portion of the planning area and 1,200 homes south of Pomerado Road. The remaining development will occur in the northwest portion of the planning area and will probably use Mira Mesa Boulevard for primary access to and from the community.

Based on the Average Daily Trip (ADT) projections for the planning area, this community needs three four-lane streets with direct access to I-15. These would logically be at Pomerado Road, Carroll Canyon Road and Mira Mesa Boulevard. Together these three routes could efficiently and safely handle the community's traffic needs. However, the Scripps Miramar Ranch Planning Board strongly opposes widening of Pomerado Road from two to four lanes. Current levels of traffic congestion are acceptable to the community in order to retain Pomerado Road as a two-lane major street. Community representatives want Pomerado Road to remain as a two-lane street in the future, accepting estimated level-of-service at buildout of E or F for Pomerado Road where it intersects with Willow Creek Road, Scripps Ranch Boulevard, Avenida Magnifica and Scripps Poway Parkway. These levels of service are considered preferable to a four-lane future classification for Pomerado Road.

Recent years have shown a tremendous increase in the need for safe and convenient bicycle and pedestrian trails. It is assumed that demand for these systems will increase with the community's population.

The demand for public transit has also grown as traffic congestion and gasoline prices increase. However, this demand can be satisfied only by responsive service to the community. This Plan anticipates a growing need for convenient service to and from key employment, commercial and recreational areas in the metropolitan area, as well as better service to the Mira Mesa area.

PROPOSALS

Transportation plans for the Scripps Miramar Ranch community must coincide with the existing community and public agency plans cited above. In addition, Council Policy 600-10 and the adopted principles of the residential growth management demand that developing communities, such as Scripps Ranch, bear the costs of their own improvement. This, in turn, throws the burden upon new increments within the community. The following proposals recognize these constraints in the implementation of this Plan. **Figure 15** approximates the location of the resulting roadways.

I-15 Interchanges

Based on the projected average daily traffic for the planning area, three interchanges providing access to I-15 are required for efficient movement of traffic in and out of Scripps Ranch. Each interchange should serve a four-lane roadway. Previous plans have designated Pomerado Road, Carroll Canyon Road and Mira Mesa Boulevard for this purpose. This Plan supports the latter two designations and encourages construction of adequate four-lane roadways within the community to connect with the facilities provided by the State Department of Transportation as part of their improvement program of I-15.

Pomerado Road

Pomerado Road within the present boundaries of Scripps Miramar Ranch should remain as a two-lane road with bike lanes. Improvement of Pomerado Road to four lanes between Scripps Ranch Boulevard and Spring Canyon Road is not advocated by this Plan.

The design of Pomerado Road should meet major street standards for curvature and design speeds. Necessary sight distance should be maintained for vehicle maneuvers at intersections.

Pomerado Road is classified as a contingency only four-lane street in the General Plan. In 1985, the road was improved from I-15 to east of Semillon Boulevard. These improvements consisted of two lanes and two Class II bikeways allowed on the street. Pomerado Road within the present boundaries of Scripps Ranch should remain as a two-lane road with two bike lanes, unless or until the City Council directs that the roadway be improved to a four-lane major road, as designated in the General Plan.

Improvement of Pomerado Road to four lanes between Scripps Ranch Boulevard and Spring Canyon Road is not advocated by this Plan and widening of this roadway should only be considered if Pomerado Road is widened to the northeast of the planning area. Further, before the Council takes any action on increasing the size of Pomerado Road from two lanes to four lanes, there must first be an advisory vote or referendum conducted by the City, at City expense, in the Scripps Ranch community. If Pomerado Road is ever improved to four lanes to the northeast of the planning area, improvements between Scripps Ranch Boulevard and Spring Canyon Road should result in two two-lane roadways separated by trees and elevational changes.

Pomerado Road shall be developed as a paved two-lane road within a four-lane graded right-of-way between Spring Canyon Road and the Poway city limits. The additional two lanes

shall not be improved in this area until an advisory vote or referendum is conducted in the community as discussed previously and the improvements are approved by the Council at a noticed public hearing. Section 7b of the **Implementation Element** provides further discussion of the timing of improvements to Pomerado Road in this area. Additionally, as described in the **Implementation Element**, this portion of Pomerado Road is to be closed to through traffic upon annexation of the Pomerado/Spring Canyon Road County Island to the City of San Diego. This portion of Pomerado Road, which must be improved to two lanes within a four-lane graded roadbed, shall not be connected with the city of Poway until such time as the opening of Alternative 8A as a paved, four-lane road occurs.

In designing this roadway, preservation of mature trees and significant biological resources and the creation of two meandering, country-like roads should be stressed. Plans should also include bike paths, equestrian trails, and pedestrian routes along Pomerado Road, preferably in the open space of Carroll Canyon.

Scripps Poway Parkway

The alignment of Scripps Poway Parkway, also referred to as Alternative 8A, is proposed to traverse the northeastern portion of Scripps Miramar Ranch, as well as the northern portion of Miramar Ranch North. This roadway was approved by the City Council as the main south Poway to I-15 regional traffic circulation link subject to the following:

- a. Poway, as the designated lead agency for the construction of Alternative 8A through the county island annexation area (northeast portion of the plan area) and the McCrink property (within Miramar Ranch North) to connect with Miramar Ranch North shall have the responsibility to acquire and provide the right-of-way and construct Alternative 8A therein.
- b. As a result of the acquisition of the right-of-way for Alternative 8A through the Village and Country property, said property will not be able to attain the originally proposed plan density of 550 dwelling units. No changes of land use designation or dwelling unit density shall be approved for the subject property to restore any lost dwelling units since Poway, as the lead agency for the acquisition and development of Alternative 8A, will be responsible for acquiring the right-of-way from the property owner or owners by purchase or condemnation, if necessary. The said 550 dwelling units shall be reduced by 55 units pursuant to the City Council action to reduce the maximum unit count in the county island from 1,500 dwelling units to 1,350. The reduction in density resulting from the acquisition of right-of-way for Alternative 8A by the city of Poway shall be used in whole or in part to satisfy the proportionate dwelling unit reduction required by the Council for the Village and Country property.

Scripps Ranch Boulevard

Until such time as the new Pomerado/Miramar Road interchange and associated improvements are complete, more efficient movement of traffic onto and off of I-15 will depend upon the rerouting of peak-hour traffic to the Carroll Canyon and Mira Mesa Boulevard interchanges. This can be facilitated greatly by the construction of Scripps Ranch Boulevard through the industrial park and secondary school site to Mira Mesa Boulevard.

This Plan proposes that this four-lane roadway be completed from Pomerado Road to Mira Mesa Boulevard prior to occupancy of any homes south of Pomerado Road. Once existing Scripps Ranch and Poway traffic is rerouted to the Carroll Canyon and Mira Mesa Boulevard interchanges, traffic from homes south of Pomerado Road should not exacerbate the access problems now found in the community.

Scripps Lake Drive

This roadway, formerly known as Mary Ellen Road, will provide access to Miramar Reservoir and the residential developments in Area C (see **Figure 3**). **Figure 15** indicates that this roadway is a two-lane residential collector. It has been classified as such to be compatible with the semi-rural character of the community and to ensure that no damage to the filtration plant support facilities, north of the roadway and Evans Pond, south of the roadway, will occur.

However, should the community eventually desire a four-lane road due to excessive traffic congestion, the City's ability to widen Scripps Lake Drive to a four-lane collector in the future should be assured by the City retaining and not allowing vacation of its present street reservations for a four-lane facility.

Encroachments into the City's right-of-way, however, could be considered. Additionally, as parcels adjacent to the road develop, street reservations to permit a four-lane road should be obtained as a condition of improvement.

Design of Scripps Lake Drive through the residential area east of Miramar Reservoir and north of the existing community should attempt to discourage through traffic in the area; i.e., the roadway should serve the residents of the area, but should not attract Poway traffic. Consideration of pedestrian traffic along the open space system should also govern the design of pertinent sections of the roadway.

Residential Streets

Collector streets within residential developments should approximate the routes and connections shown on **Figure 15**. They should also observe the design objectives set forth below and the standards and criteria outlined in the **Design Element**.

Spring Canyon Road

This roadway, which has been improved through the planning area, is designated as a four-lane collector street. This roadway will ultimately extend northwesterly through Miramar Ranch North where it intersects with Scripps Ranch Boulevard, Cypress Canyon Road and Scripps Poway Parkway, thus providing access from Pomerado Road to I-15 via the Mercy Road or Mira Mesa Boulevard interchanges. Driveways fronting this road should be strongly discouraged, and an appropriate traffic barrier is in place to preclude off-site motorist use of residential streets of Scripps Ranch.

Design Objectives

Design of all roadways in the planning area should consider the following objectives, in addition to the standards outlined in the **Design Element**.

- Maintain and enhance the rural, forested character of the community.
- Support the concepts of hillside preservation and design.
- Discourage driveways fronting on major streets, four-lane collectors and Pomerado Road.
- Incorporate eucalyptus trees and compatible vegetation in landscaping along roadways where appropriate.
- Preserve mature trees wherever possible.
- Minimize conflicts between vehicular and non-motorized traffic.
- Minimize impacts to the irrigation pond, Evans Pond, south of Scripps Lake Drive.

Public Transportation

This Plan supports the improvement of public transit service in the Scripps Ranch community and to the greater metropolitan area. Therefore, the following proposals are offered to accomplish this goal:

- Encourage the development of frequent express bus service on I-15 transportation corridors and to major employment centers.
- Encourage paratransit and shared ride programs which reduce congestion, conserve energy and minimize air pollution.
- Support citywide efforts to provide varied and efficient transportation modes.
- Support construction of a park-and-ride facility near the Mira Mesa Boulevard interchange with I-15.
- Encourage use of short haul bus service to Mira Mesa and expanded shuttle service to include all areas as the Scripps Ranch community grows.

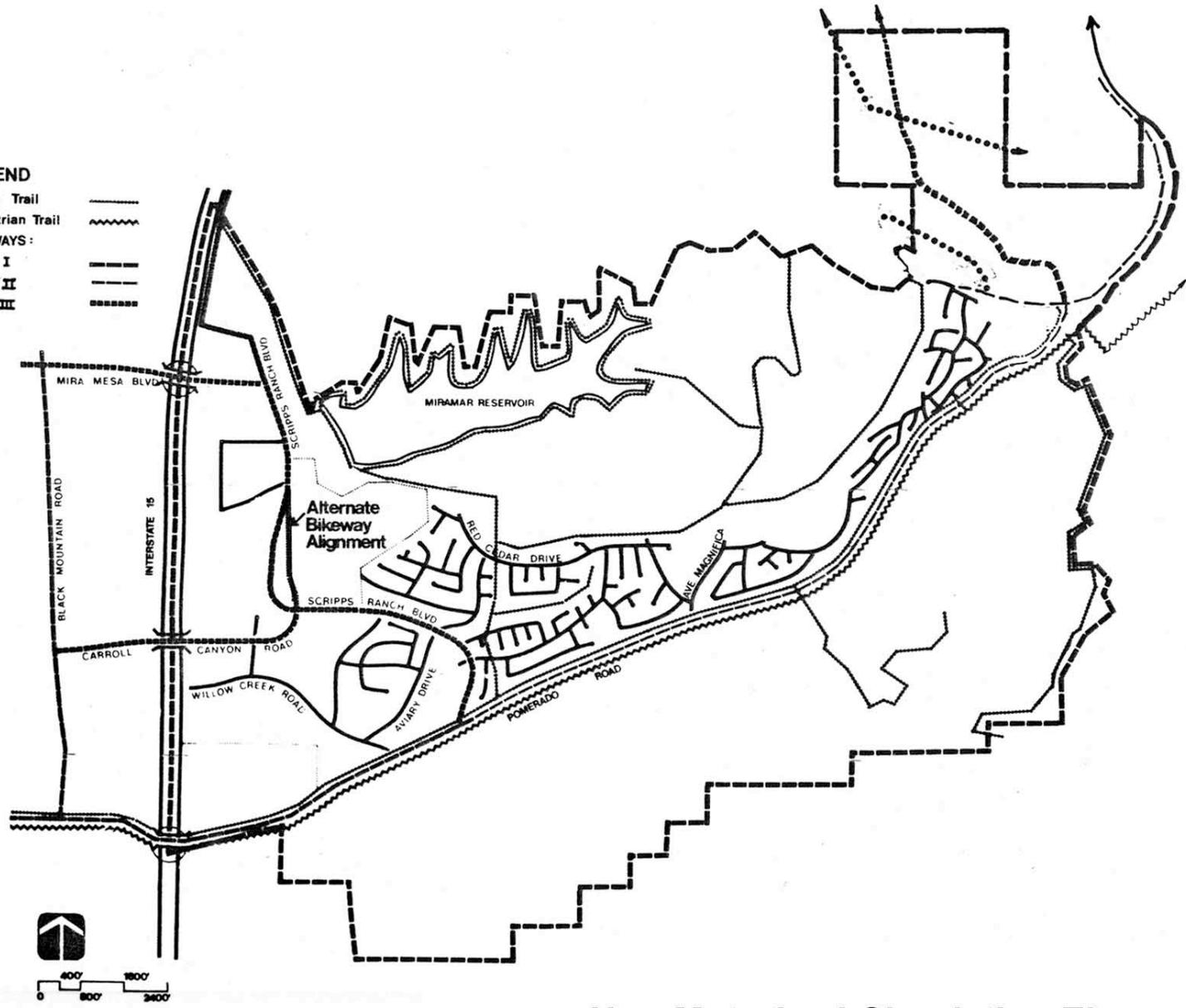
Non-Motorized Transportation

Pedestrians, bicyclists and equestrian enthusiasts can be accommodated by implementation of the following proposals and the criteria set forth in the **Design Element**:

- Provide safe, accessible pathways and/or sidewalks through open spaces and public utility easements and along roadways.
- Secure public rights to hike the County Water Authority's right-of-way.

LEGEND

- Hiking Trail ———
- Equestrian Trail ———
- BIKEWAYS:**
- Class I ———
- Class II ———
- Class III ———



Non-Motorized Circulation Element
Scripps Miramar Ranch Community Plan

16
FIGURE

- Provide bikeways in accordance with **Figure 16**. Allow bicycles in the parking strip and on sidewalks in all residential areas.
- Include a system of bridle trails throughout the community which will connect with the countywide riding system.

Please refer to **Appendix A** for an explanation of bikeway design criteria and the regional bikeway network.

Parking

Control on-street vehicular parking and recreation vehicle parking through appropriate conditions, covenants and restrictions (CC&Rs).

Off-Road Vehicles

Prohibit the use of off-road vehicles in all open spaces and other public property.

Phasing

Development within the community should not be allowed to exceed the available freeway interchange capacity at Mira Mesa Boulevard, Mercy Road, Carroll Canyon Road or Pomerado Road.

(Please note that **Figure 17** has been deleted from this Plan.)