

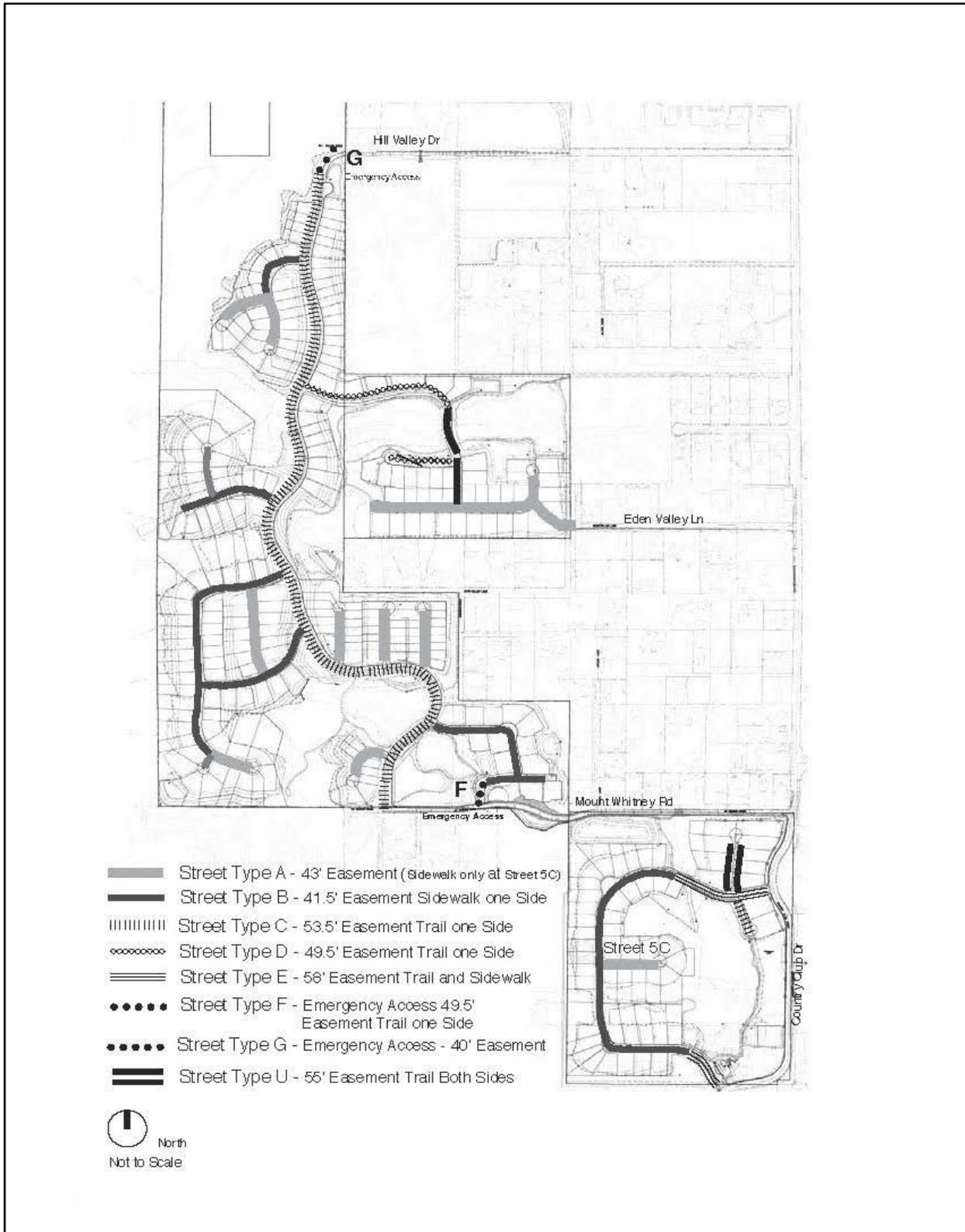
3.0 CIRCULATION PLAN

3.1 OVERVIEW OF CIRCULATION PLAN

The Valiano Circulation Plan complements the Land Use Plan and creates a safe and interconnected system for vehicles, bicycles, pedestrians and equestrian uses. The Circulation Plan also provides the community with the convenient access to the regional arterial and highway network. The Circulation Plan connects to existing roadways in the vicinity, including Hill Valley Drive, Eden Valley Lane, Mount Whitney Road and Country Club Drive. All internal roadways for the Valiano Specific Plan will be private. **Figure 3-1** presents the overall Circulation Plan concept. **Table 3-1** and Section 3.2, below, detail the individual characteristics of each of the roadway types.

Table 3-1. Roadway Summary

Street Type	Private Road Easement Width (feet)	Pavement Width (feet)	Vehicle Lanes	Lane Width (feet)	Street Parking	Pedestrian or Trail Component	Specific Plan Figure #
Type A Residential Roadway	43	32	2	12	Within 8 feet on one side	None, except for a 4 foot DG path on street 5C	3-2
Type B Residential Roadway	41.5	32	2	12	Within 8 feet on one side	4 foot pedestrian walkway on one side, except for a 4 foot DG path on streets 5A and 3B	3-3
Type C-1 Trailside Roadway at Slope	53.5	24	2	12	No Parking	10 foot multi-use pedestrian/ equestrian trail on one side of roadway	3-4
Type C Trailside Roadway at Lots	53.5	24	2	12	No Parking	10 foot multi-use pedestrian/ equestrian trail on one side of roadway	3-5
Type D Residential Roadway and Trail	49.5	32	2	12	Within 8 feet on one side	10 foot multi-use pedestrian/ equestrian trail on one side of roadway	3-6
Type E Residential Roadway - Trail and Walk	58	32	2	12	Within 8 feet on one side	10 foot multi-use pedestrian equestrian trail on one of roadway and 4 foot pedestrian walkway on the other	3-7
Type F Emergency Access (Width Varies)	49.5	32	1	32	None	10 foot multi-use equestrian/pedestrian trail on one side of roadway	3-8
Type G Emergency Access Road	40	20-24	1	20-24	None	None	3-9
Type U Residential Roadway	40	32	2	12	8 feet on one side	10 foot multi-use trail on both sides of the roadway	3-9.a



Source: Monica Simpson, ASLA

3.2 PROPOSED ROADWAYS

The roadways proposed within the Specific Plan Area are all neighborhood streets that are designed to accommodate the level of traffic to be generated for the project. They are also designed to provide quiet, safe and attractive frontages for residential lots, provide safe and convenient movement through the Plan area, and to accommodate low volume vehicular traffic.

Street Type A – Residential Roadway (No Sidewalk)

Street Type A is a residential roadway with a 43-foot right-of-way (ROW) and two 12-foot vehicle lanes. Parking is permitted along one side of the road and will be identified as such through signage, curb painting or other measures. A pedestrian sidewalk is not included with this street type since these are short residential roadways with the primary purpose of accessing homes; however, street 5C in Neighborhood 5 will have a 4-foot DG path. This street type is proposed in all of the neighborhoods within the Plan area. **Figure 3-2** shows a cross section of this roadway type.

Street Type B – Residential Roadway (Single Sidewalk)

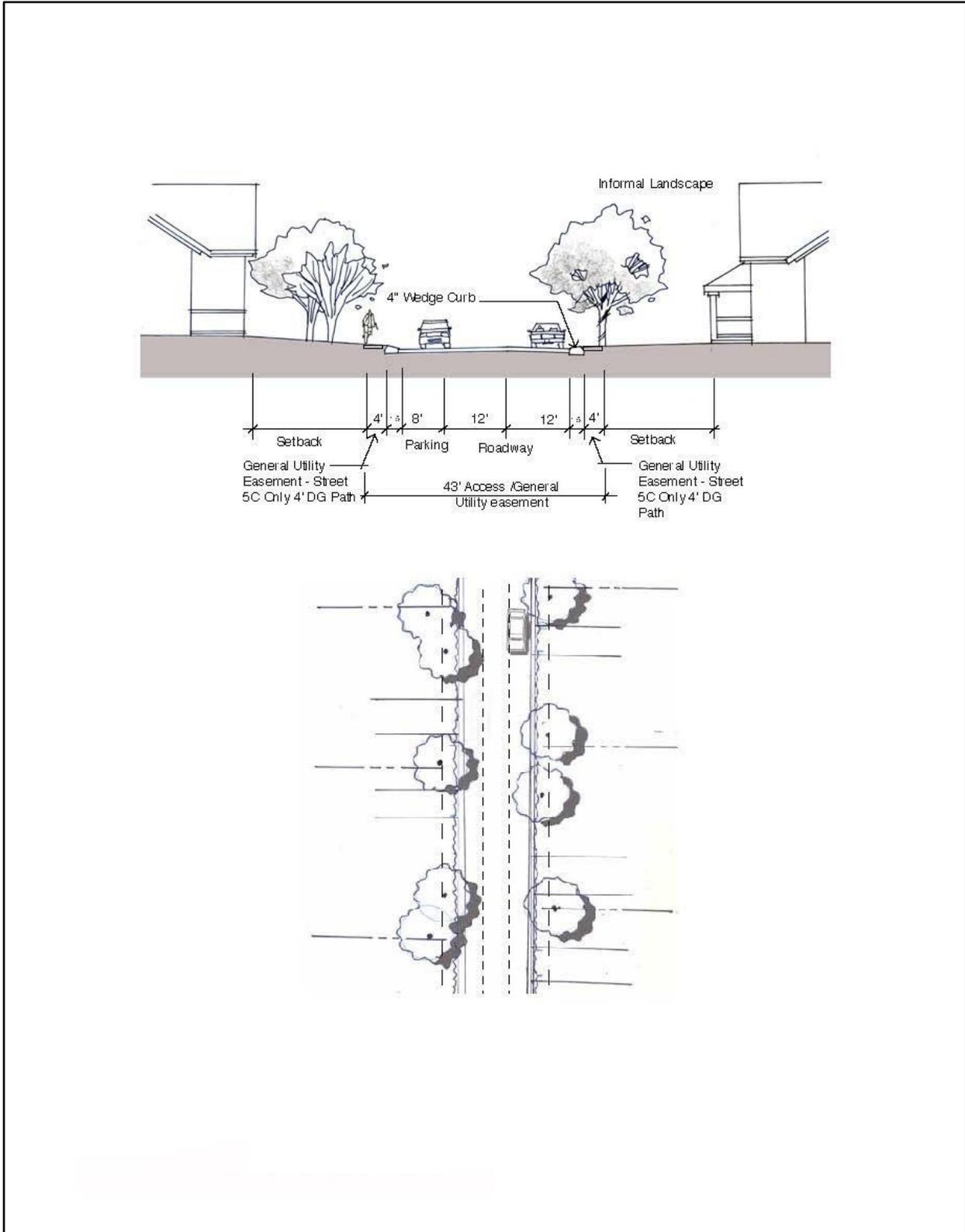
Street Type B is a residential roadway with a 41.5-foot ROW and two 12-foot vehicle lanes. Parking is permitted along one side of the road and will be identified as such through signage, curb painting or other measures. This street type incorporates a 4-foot pedestrian sidewalk on one side of the road, except streets 3B and 5A which will have a 4-foot DG path. This street type is proposed in all of the neighborhoods within the Plan area. **Figure 3-3** shows a cross section of this roadway type.

Street Type C – Trailside Roadway

Street Type C is a residential roadway with at 53.5-foot ROW and two 12-foot travel lanes. A 10-foot multi-use trail is included on one side of the roadway. This street type serves as the primary roadway through the larger portion of the Plan area where it has a general north/south orientation and will connect into existing roadways at Hill Valley Drive on the north and Mt. Whitney Road on the south. Parking is not allowed on this roadway and will be identified as such through signage, curb painting or other measures. **Figures 3-4 and 3-5** show a cross section of this roadway type.

Street Type D – Residential Roadway and Trail

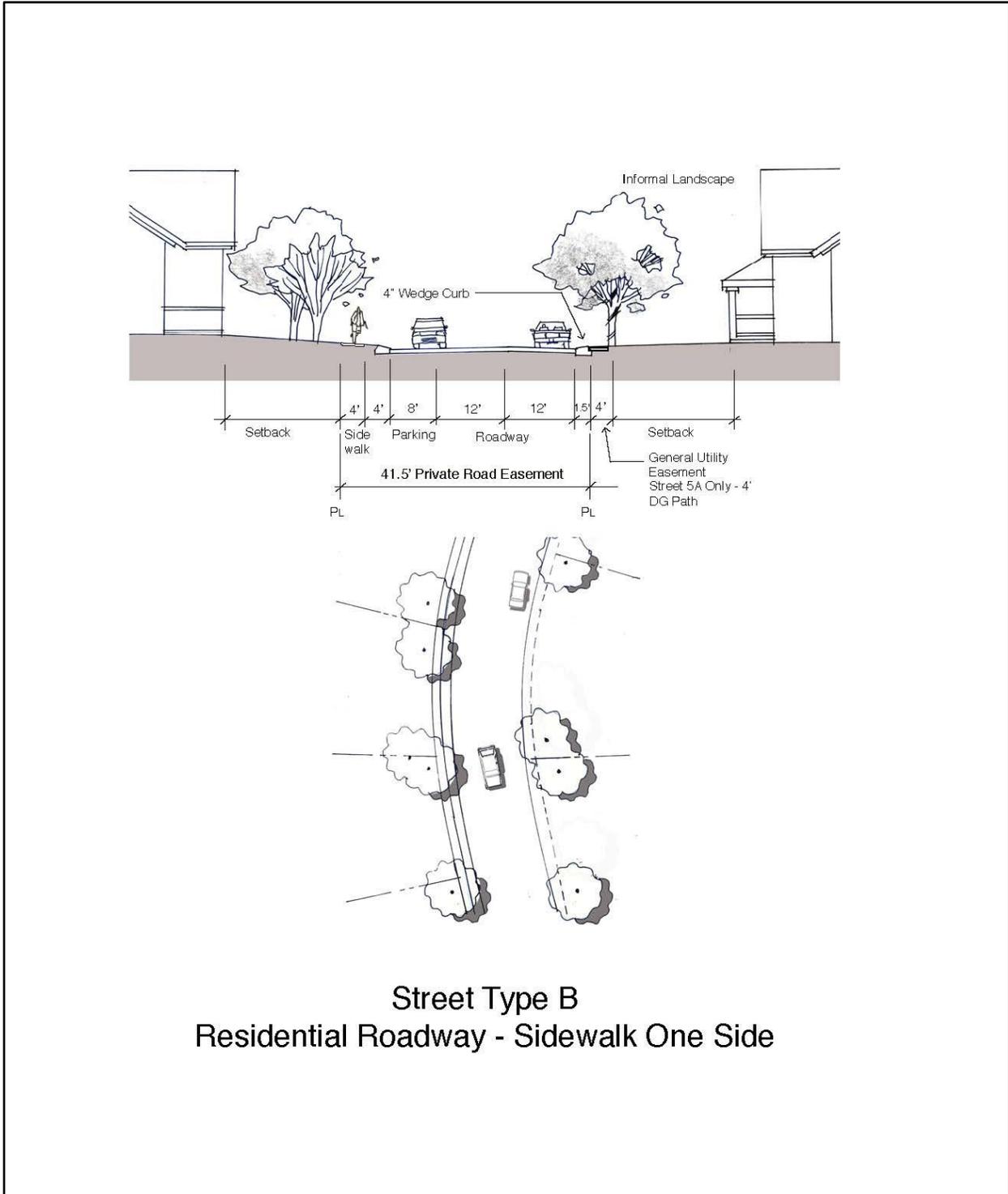
Street Type D is a residential roadway with a 49.5-foot ROW and two 12-foot travel lanes. A 10-foot multi-use trail is included on one side of the roadway. Parking is permitted on one side of the roadway and will be identified as such through signage, curb painting or other measures. This roadway type will be located within a portion of Neighborhood 3. **Figure 3-6** shows a cross section of this roadway type.



Source: Monica Simpson, ASLA

Valiano Specific Plan
County of San Diego

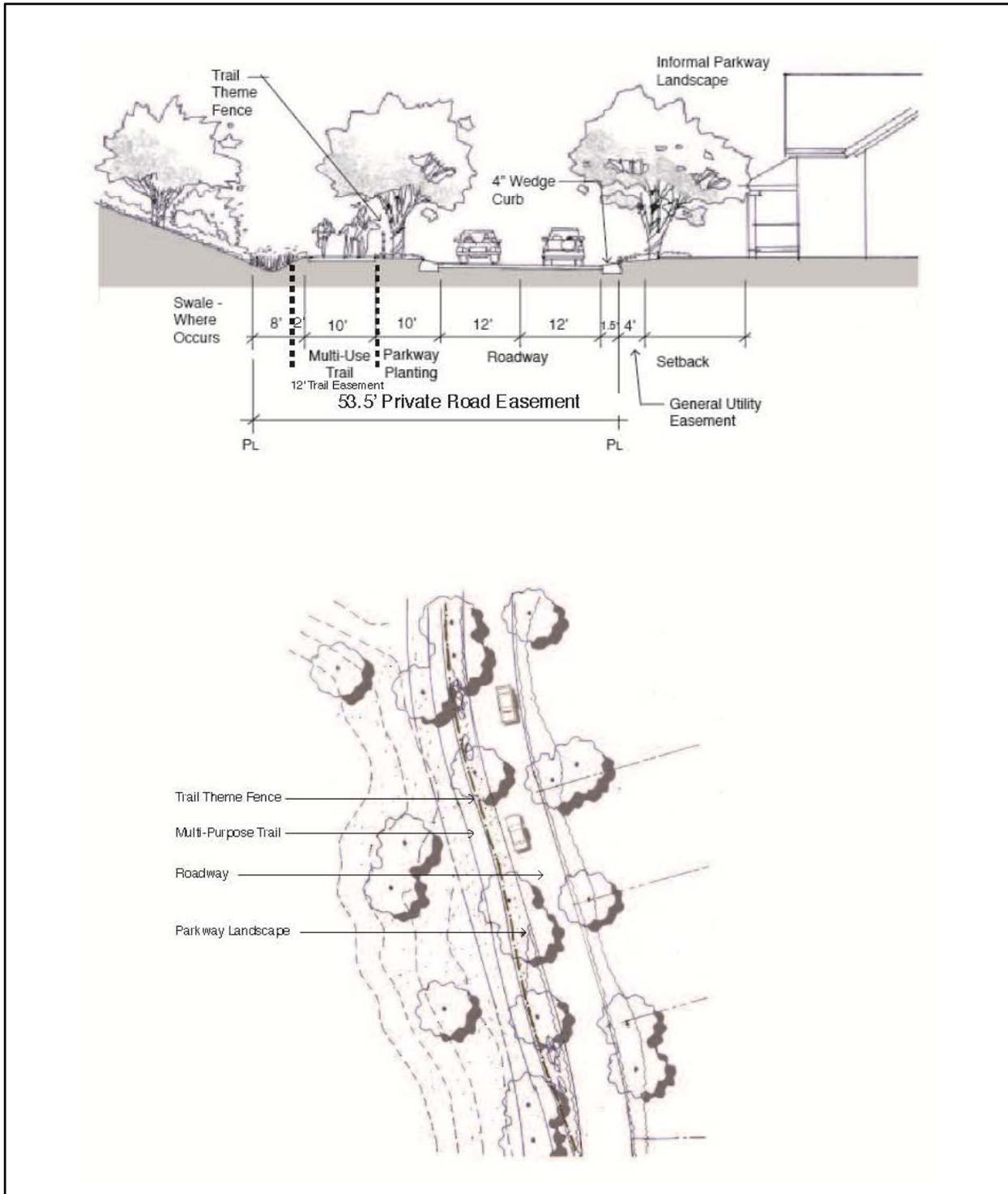
Figure 3-2
Street Type A Residential Roadway



Source: Monica Simpson, ASLA

Valiano Specific Plan
County of San Diego

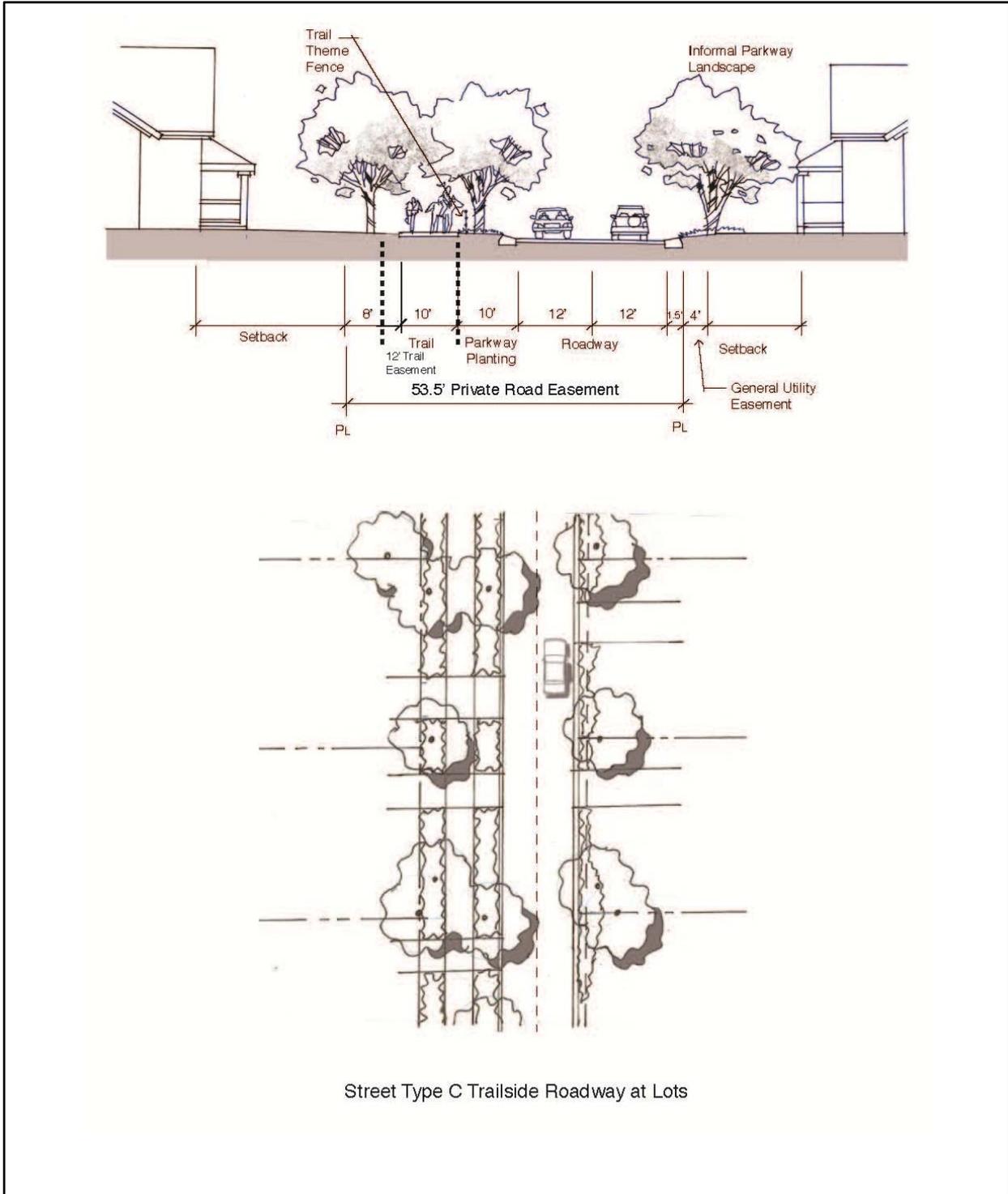
Figure 3-3
Street Type B
Residential Roadway – Sidewalk One Side



Source: Monica Simpson, ASLA

Valiano Specific Plan
 County of San Diego

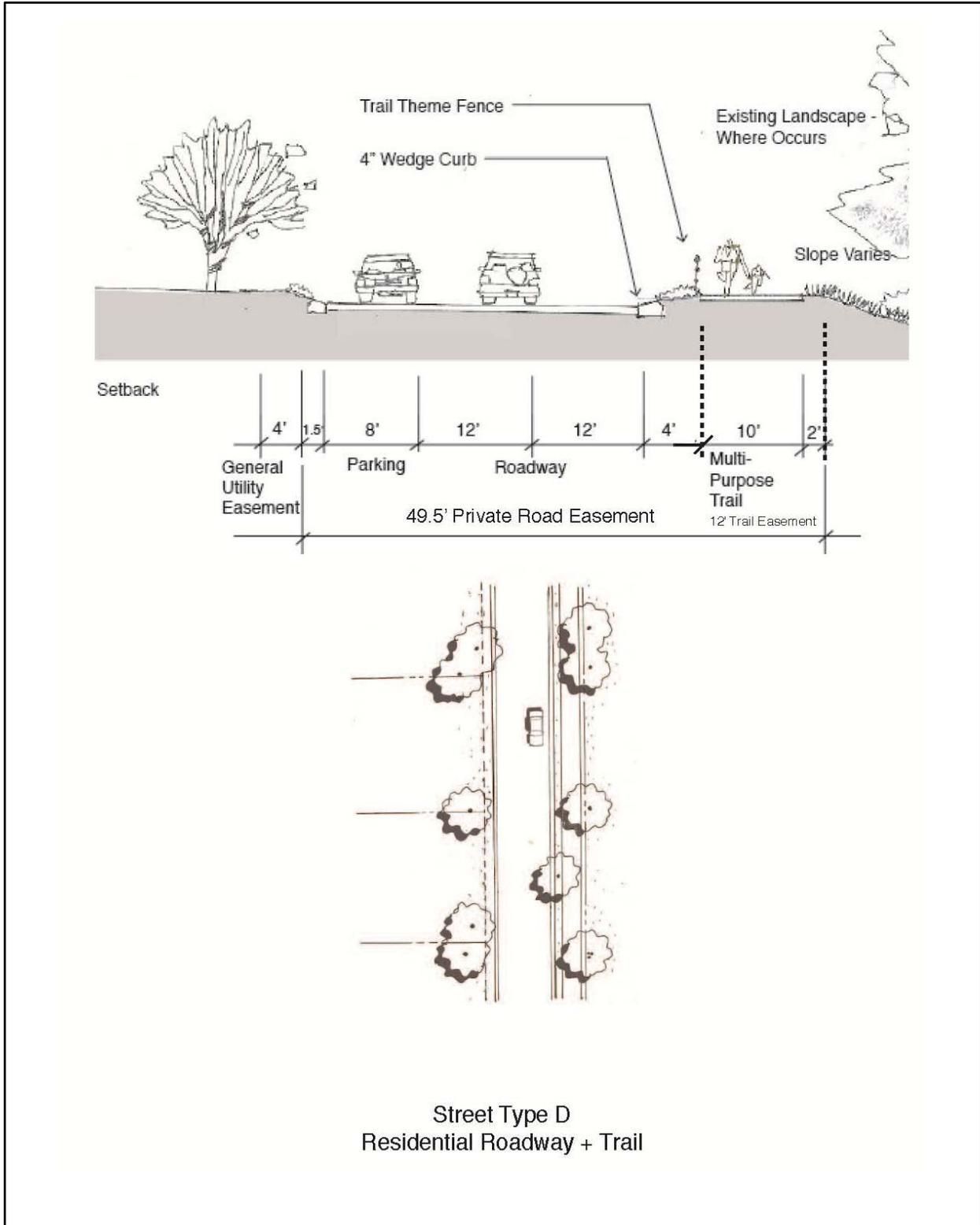
Figure 3-4
 Street Type C1
 Trailside Roadway at Slope



Source: Monica Simpson, ASLA

Valiano Specific Plan
 County of San Diego

Figure 3-5
 Street Type C
 Trailside Roadway at Lots



Source: Monica Simpson, ASLA

Valiano Specific Plan
County of San Diego

Figure 3-6
Street Type D
Trailside Roadway + Trail

Street Type E – Residential Roadway (Trail and Sidewalk)

Street Type E is a residential roadway with a 58-foot ROW and two 12-foot travel lanes. A 10-foot multi-use trail is included on one side of the roadway and a four-foot sidewalk is located on the other side of the street. Parking is allowed on one side of the roadway and will be identified as such through signage, curb painting or other measures. This type of roadway is proposed within a portion of Neighborhood 5. **Figure 3-7** shows a cross section of this roadway type.

Street Type F – Emergency Access with Trail

Street Type F is an emergency access roadway with a trail feature. A 10-foot multi-use trail is included on one side of the roadway. Parking is not allowed on this roadway and will be identified as such through signage, curb painting or other measures. This type of roadway is proposed within Neighborhood 1. **Figure 3-8** shows a cross section of this roadway type.

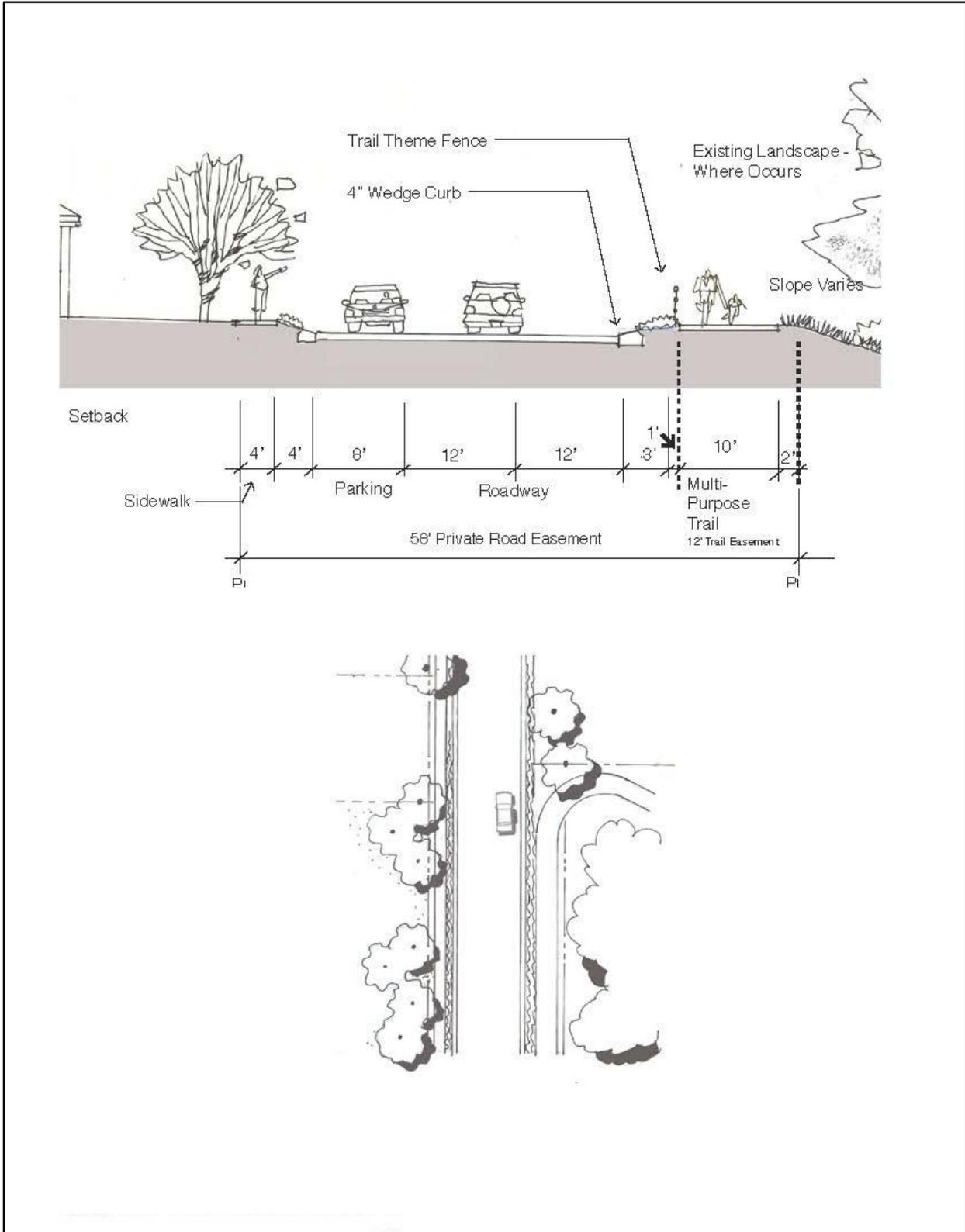
Street Type G – Emergency Access

Street Type G is an emergency access roadway. Parking is not allowed on this roadway and will be identified as such through signage, curb painting or other measures. This type of roadway is proposed within Neighborhood 4. The road also serves as the multi-use trail connection. **Figure 3-9** shows a cross section of this roadway type.

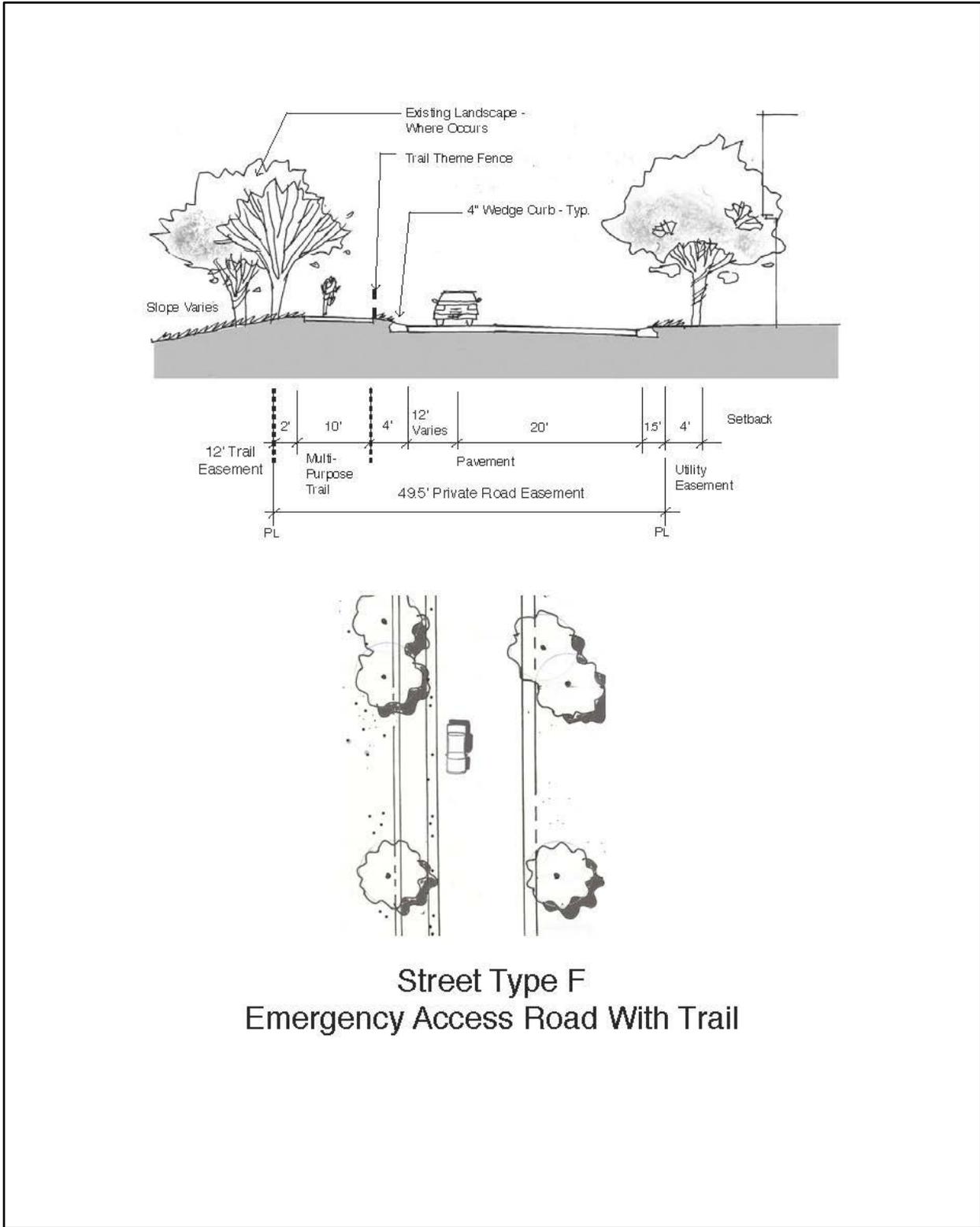
Street Type U – Street Type U is a residential roadway with a 55 foot easement and two 12 foot travel lanes. A 10-foot multi use trail is located on both sides. Parking is allowed on one side of the roadway. This type of roadway is proposed in neighborhood 5 and serves as a multi-use trail connection. **Figure 3-9a** shows this type of trail connection.

Entry Concept

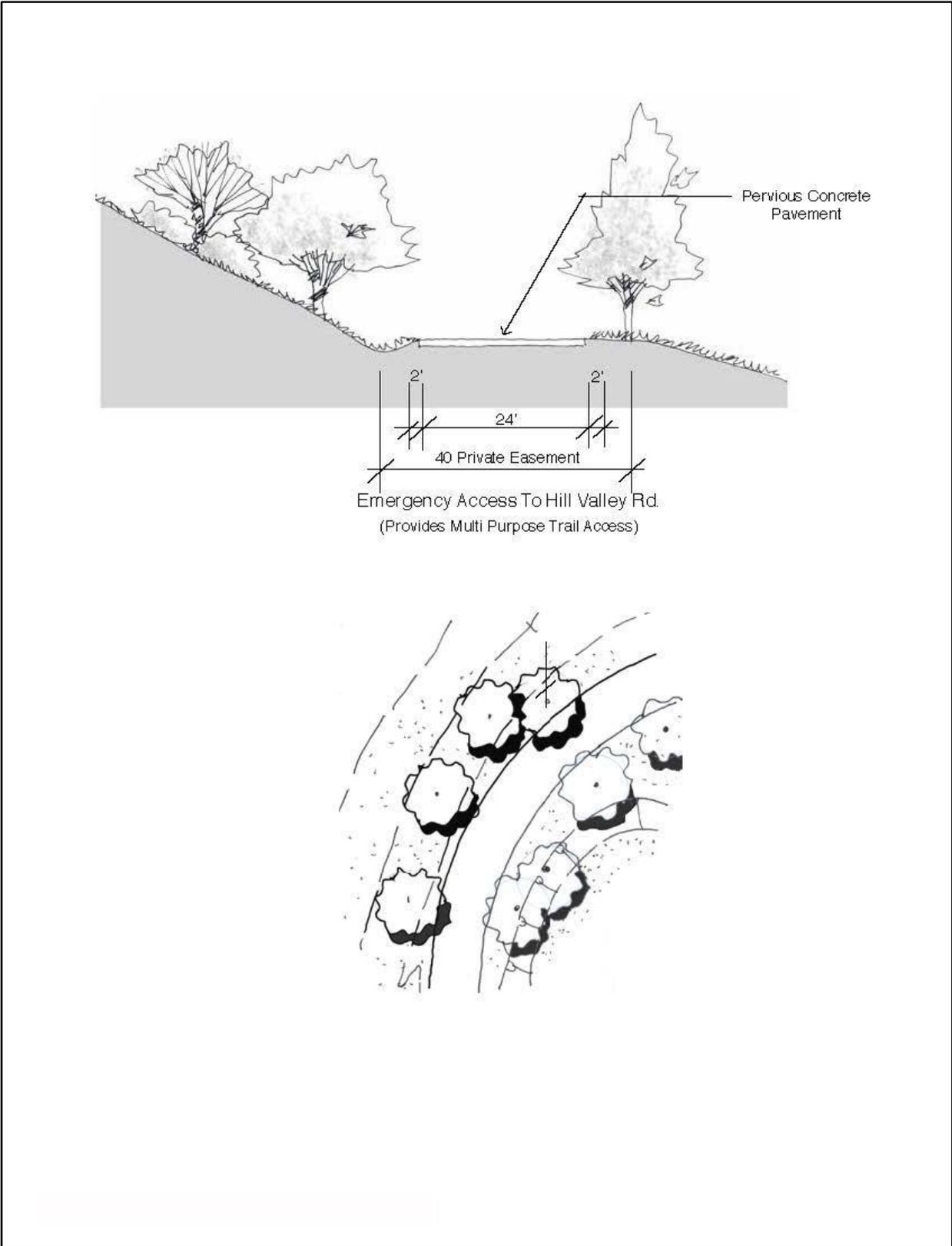
The entry concept for the project includes 24-foot travel lanes with monument signage. A ten-foot trail is included on one side of the road. **Figure 3-10** shows a cross section of a typical entry concept.



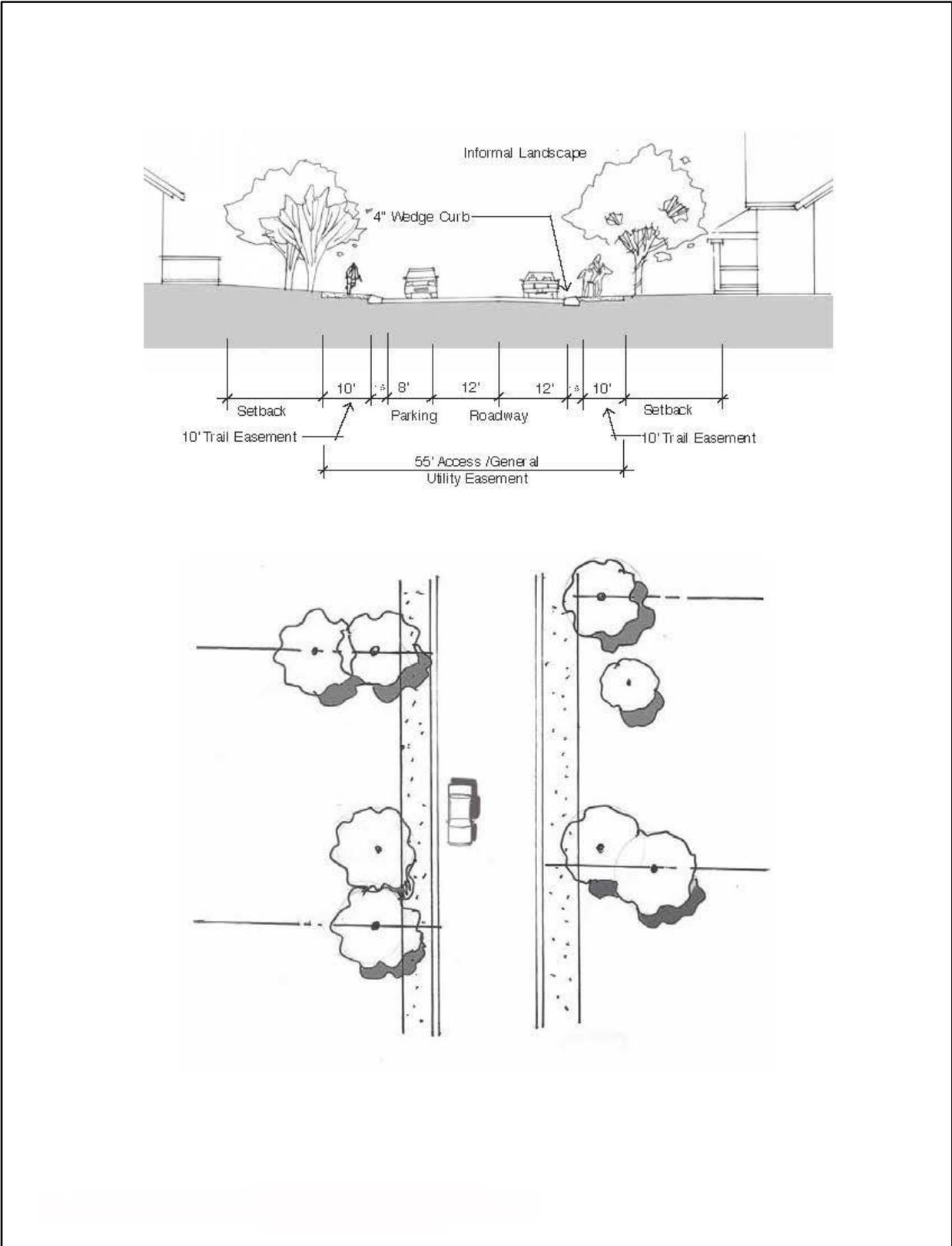
Source: Monica Simpson, ASLA



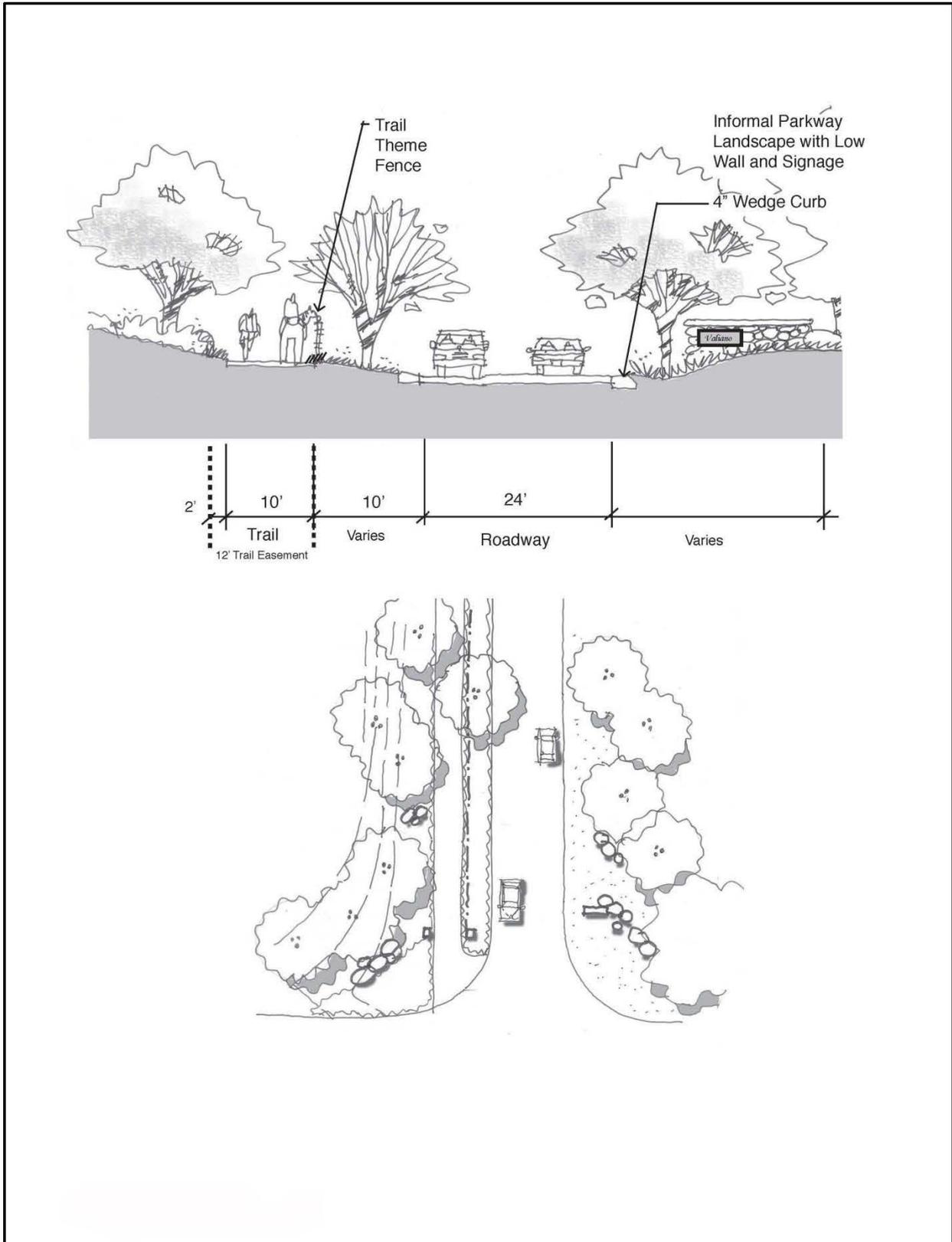
Source: Monica Simpson, ASLA



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Source: Monica Simpson, ASLA



Source: Monica Simpson

3.2.1 Traffic Calming Measures

Local streets are environments that are shared by pedestrians, bicyclists, parked vehicles, and people socializing. In addition to traditional controls for moving traffic, the street system also needs features that “calm” traffic and help create a safe and enjoyable community environment.

Traffic control elements typically include items such as stop signs, posted speed limits, crosswalks, and directional signage. Proposed traffic calming concepts would occur at trail crossings to further reduce speed along the main parkway, if approved by the San Marcos Fire Protection District. These elements help keep traffic moving in an orderly, efficient and safe manner. Traffic calming features are also designed to help move traffic, while reducing speeds and fostering a comfortable, safe environment.

3.2.2 Street Landscaping

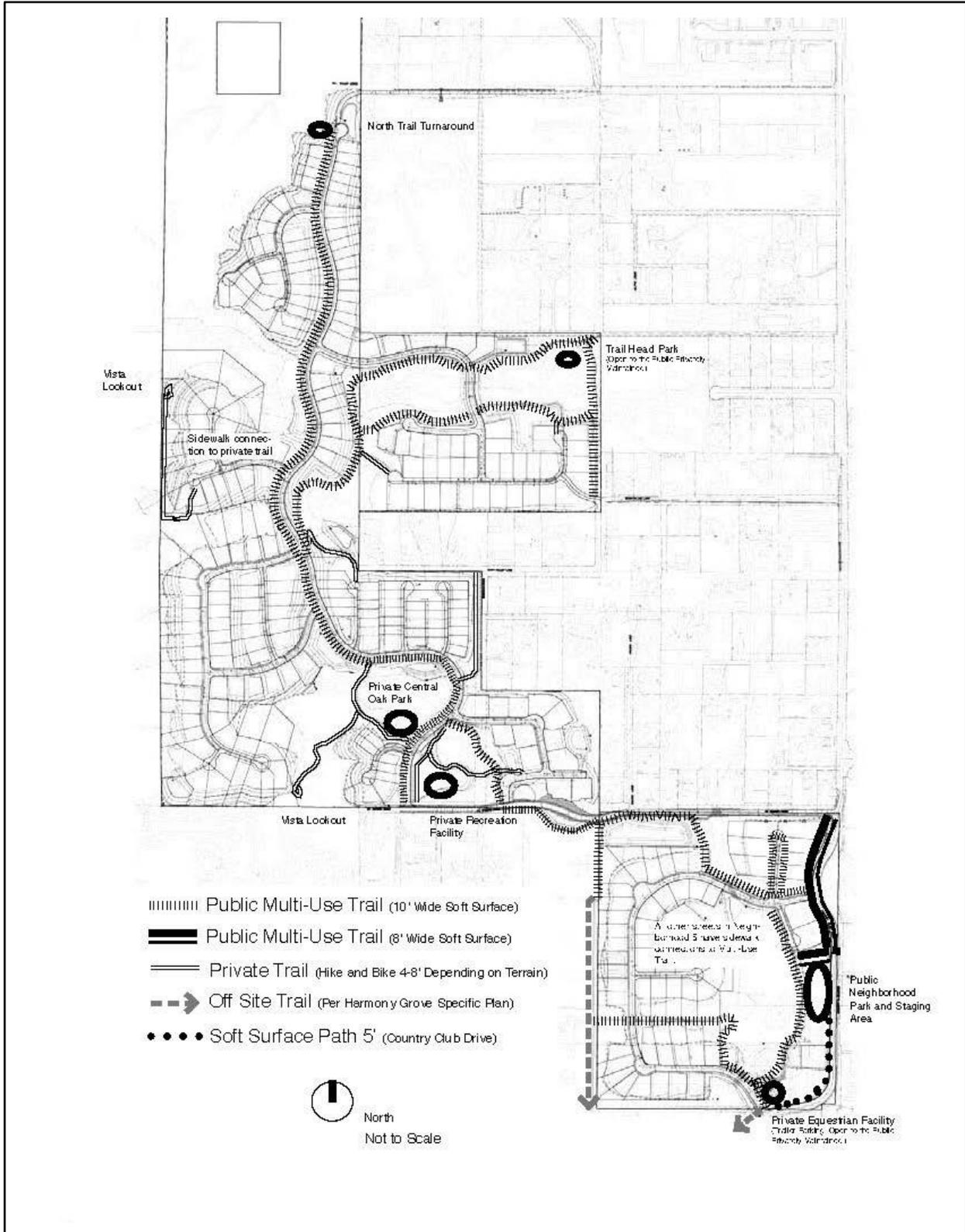
Landscaping is proposed along the streets to provide a pleasant driving experience and to also separate vehicular traffic from adjacent trails and pathways. The landscape plan is discussed in detail in Section 2.2 of the Specific Plan. Roadside landscaping is also depicted in the roadway cross sections (**Figures 3-2 through 3-9**). The primary roadway through the Plan area will be planted primarily with informal drifts of trees, shrubs and grasses to evoke a California rural landscape consisting of oaks and sycamores with olives at the entries. It is anticipated the Developer or Builder will install parkway street landscaping within the road easement and the Home Owners Association shall be responsible for maintenance. The trees depicted in the private yards outside of the easement are intended to be planted and maintained by the home owner..

3.3 Trail Network

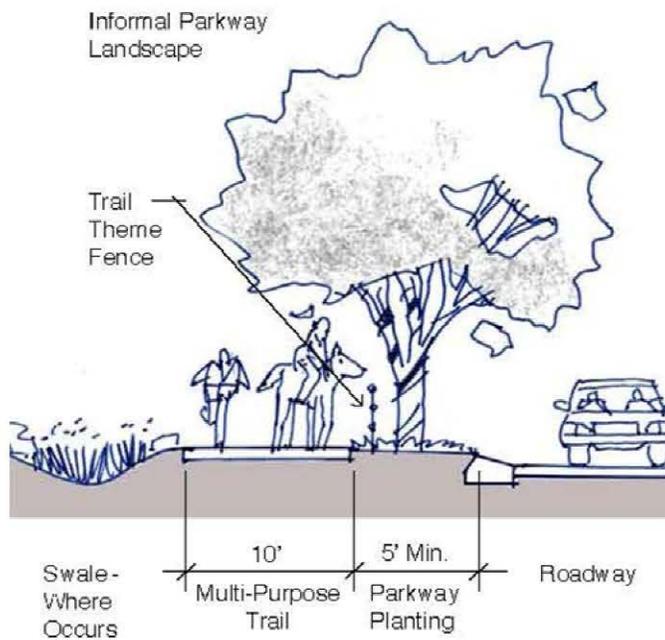
A system of public multi-use trails and private trails will link key open space features of the site and will connect the site to proposed offsite public trails and nearby residential uses. The conceptual trail plan is presented in **Figure 3-11**.

The public multi-use trail will be 10 feet wide bound by fencing on one or both sides and will have a surface of native soil or similar suitable material. The Public Trail will be located within a 12-foot easement. Where adjacent to private roads, the 10'-wide public trails will be located within a 10'- 12'- wide public easement. The trail easement shall be free and clear of utility encroachment as shown in the street sections where the opposite side has a General Utility Easement. The established tread width shall be clear and free of obstructions or encroachments such as trees, decorative rocks, ground cover, bushes, irrigation systems, above ground utility facilities (boxes, pedestals, anchor wires, cellular facilities etc.), guard rails, concrete sidewalks, and large monument-type mailbox enclosures. Vertical

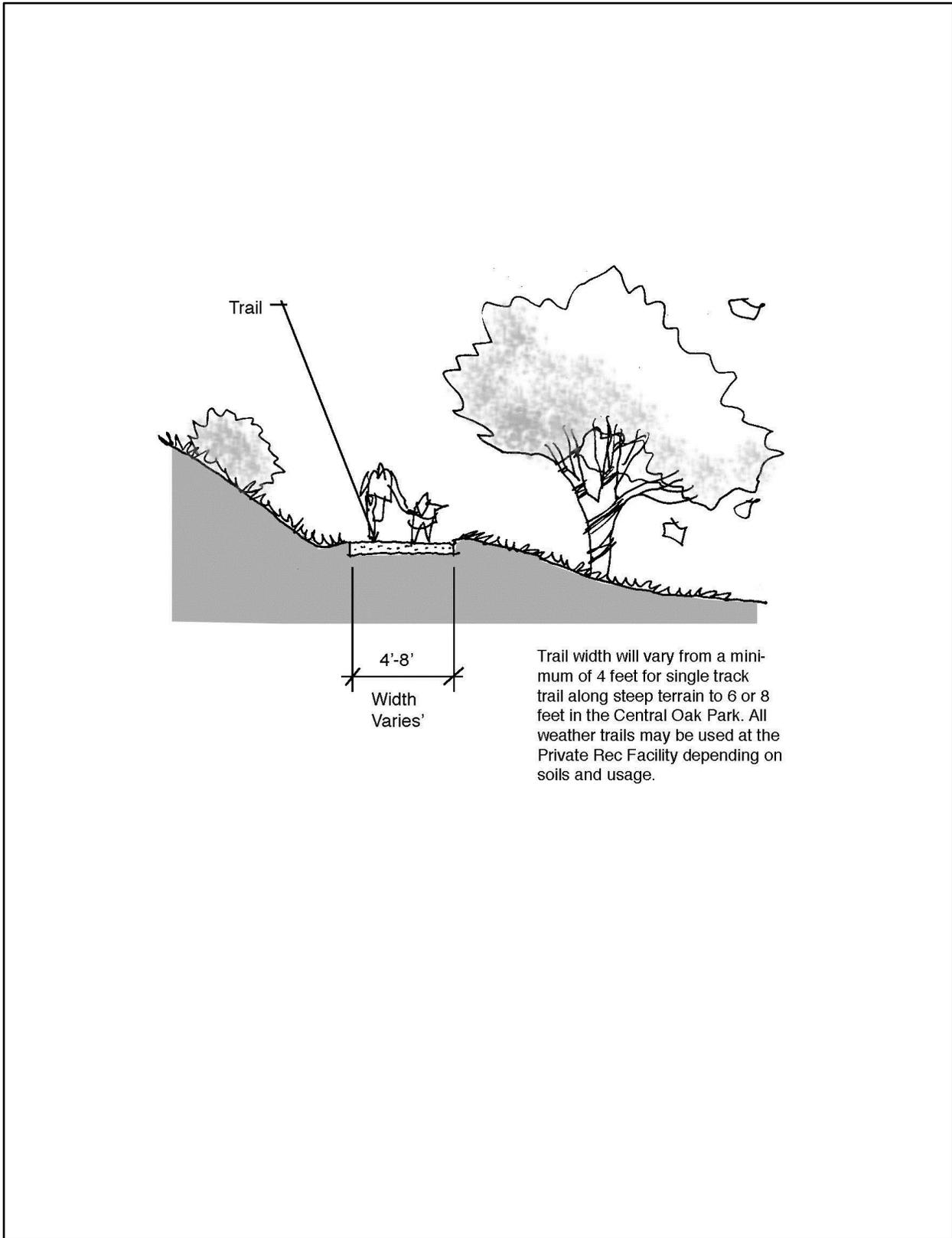
(overhead) clearance shall be a minimum of 10'. Signage depicting trail safety and rules will be located at strategic places along the trail. The trail is intended to provide equestrian, hiking, biking, jogging and nature viewing, highlighting Valiano's unique open space features. At the north end of the multi-use trail, a convenient turnaround has been provided with shade trees, benches, trash receptacle, and trail signage. The multi-use trail will be built to County of San Diego Trail Design Standards. The trail is intended to be a respite from daily life, a place to explore and learn about the wonders of nature and encourage a healthy lifestyle. The trail will run the full length the community parkway, in addition to connecting with parks and open space. A cross section of the multi-use trail is presented in **Figure 3-12**.



Source: Monica Simpson, ASLA



Source: Monica Simpson, ASLA



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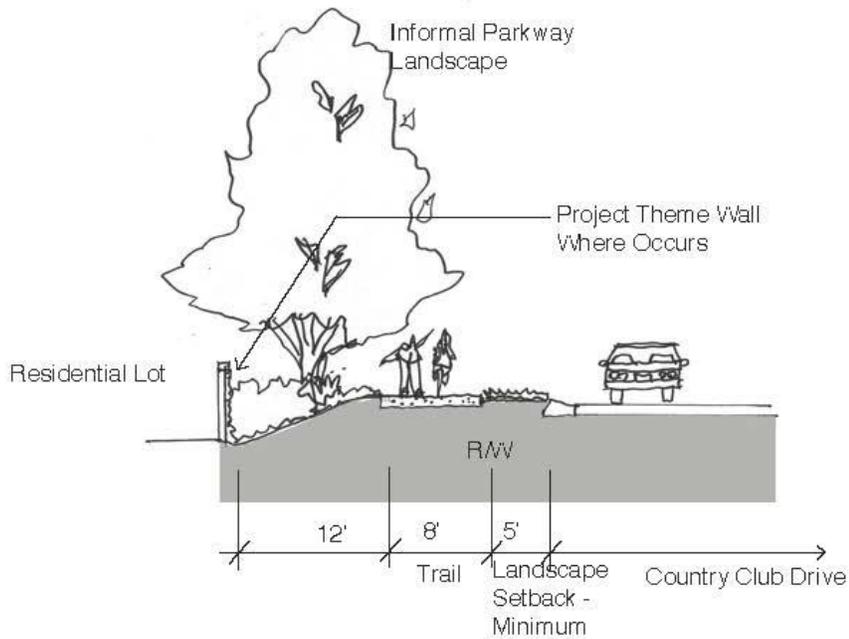
Smaller private hiking and biking trails intended for project homeowners will be located within the community connecting to residential neighborhoods as well as linking to the public multi-use trail. Trails will be from four to eight feet wide depending on terrain with a soft surface or asphalt as appropriate (**Figure 3-13**). The Plan area also includes a private pedestrian trail to a viewing point in the western portion of the project site, which takes the user to a prominent topographic feature to enjoy scenic vistas.

The trail network will also make connections to offsite trails, including connection to a future trail proposed by the adjacent Harmony Grove Specific Plan along Country Club Drive, south of Mount Whitney Road at the Western Project edge of Neighborhood 5. The off-site trail connection with Harmony Grove requires a gap connector between the specific plan boundaries and shall require overlapping easements to ensure a connection is made.

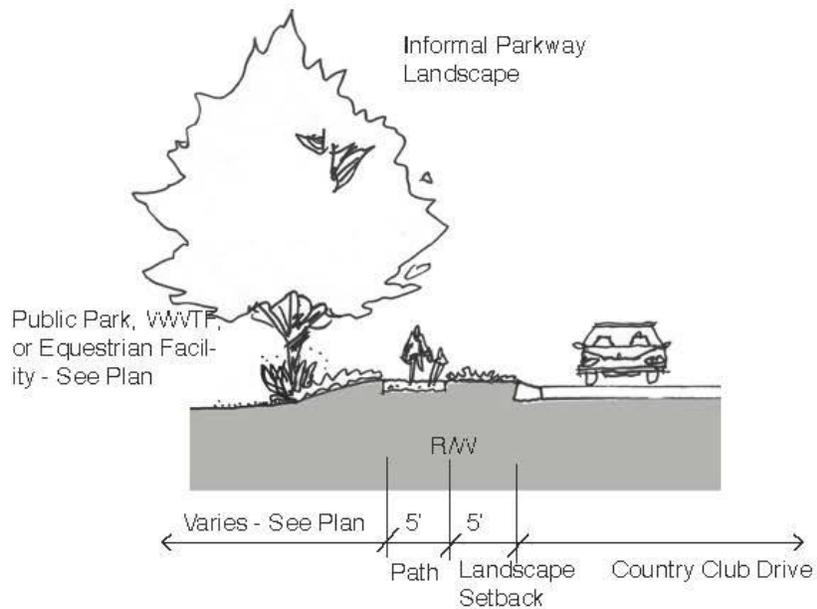
In addition, sidewalks will be located along most internal roadways, which in turn connect to the trail system. Sidewalks will be concrete. A five-foot wide stabilized decomposed granite trail is proposed along Country Club Drive. This continues the trail that is being constructed with the Harmony Grove project. **Figure 3-14** presents a cross section of the proposed trail along Country Club Drive.

3.4 PUBLIC TRANSIT

The North County Transit District (NCTD) provides public transit for North San Diego County, including the BREEZE bus system, COASTER commuter rail service, SPRINTER light rail, LIFT paratransit, and FLEX rural service. The closest public transit stop near the Plan area is the Nordahl SPRINTER station, which is located approximately one mile northeast of the Plan area. The BREEZE bus Route 353 includes stops on W. Citricado Parkway, which is located about one mile east of the Plan area.



8' Public Trail at Country Club Drive (Note 8' Trail Turns into Park - See Plan)



5' Path at Country Club Drive

Source: Monica Simpson, ASLA