

COUNTY OF SAN DIEGO
BOARD OF SUPERVISORS
APRIL 29, 1992

MINUTE ORDER NO. 3

**SUBJECT: Community Right-of-Way Development Standards,
Country/Town Rural Sphere of the San Dieguito Planning
Area and Implementing Ordinances**

RECOMMENDATION:

PLANNING COMMISSION:

1. Find the adoption of the Community Right-of-Way Development Standards and Implementing Ordinance exempt from the California Environmental Quality Act (Pub. Res. Code Section 21000), because it can be seen with certainty that there is no possibility that it could have a significant effect on the environment pursuant to Section 15061(b)(3), of the California Environmental Quality Act Guidelines.
2. Adopt the Resolution approving Community Right-of-Way Development Standards, Country/Town Rural Sphere of the San Dieguito Planning Area, shown on the plan of the San Dieguito Community Planning Area, adopted by the Board of Supervisors on March 7, 1990.
3. Read title and waive further reading of Ordinance entitled:

ORDINANCE AMENDING SECTION 81.102.15 OF THE SAN DIEGO COUNTY CODE, RELATING TO PUBLIC ROAD STANDARDS
4. Introduce Ordinance for further Board consideration and adoption on May 6, 1992.

RECOMMENDATION:

CHIEF ADMINISTRATIVE OFFICER:

Concurs with the Planning Commission.

ACTION:

Commending Jack McGee, Sun Valley Homeowners Association and Department of Public Works staff for their efforts in developing standards for the Country Town/Rural Sphere of the San Dieguito Planning area, ON MOTION of Supervisor MacDonald, seconded by

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Supervisor Golding, the Board of Supervisors took action as recommended on Consent introducing the Ordinance for further Board consideration and adoption on May 6, 1992, and adopting Resolution No. 92-152, Resolution Approving Community Right-of-Way Development Standards for the San Dieguito Planning Area.

AYES: Bilbray, Bailey, Golding, MacDonald
ABSENT: Williams

STATE OF CALIFORNIA)
County of San Diego) ss

I, ARLINE HULTSCH, Assistant Clerk of the Board of Supervisors of the County of San Diego, State of California, hereby certify that I have compared the foregoing copy with the original order adopted by said Board at a regular meeting thereof held April 29, 1992 (3), by the vote herein stated, which original order is now on file in my office; that the same contains a full, true and correct transcript therefrom and of the whole thereof.

Witness my hand and the seal of said Board of Supervisors, this 29th day of April, 1992.

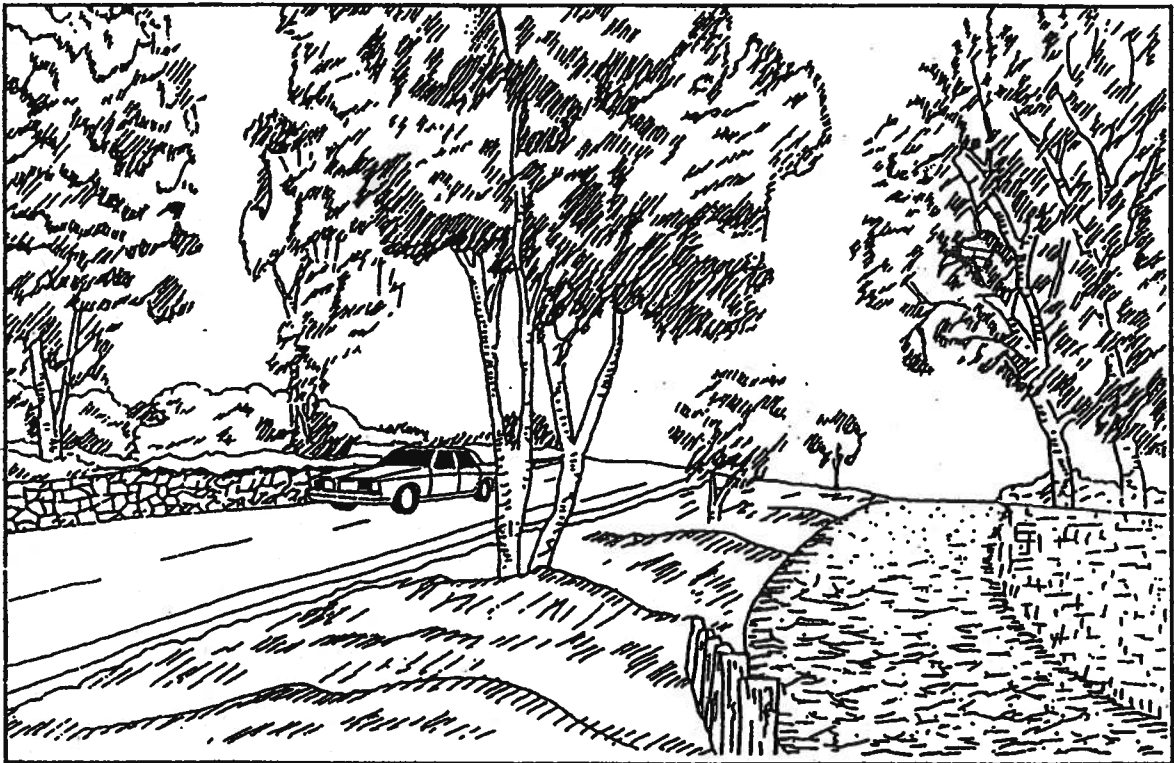


ARLINE HULTSCH
Assistant Clerk of the Board of
Supervisors

By *Maritza C. Codrington*
Maritza C. Codrington, Deputy

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Community Right-of-way Development Standards



Country / Town Rural Sphere of the San Dieguito Planning Area

Adopted: April 29, 1992
(Item No. 3)

ACKNOWLEDGEMENTS

San Diego County Board of Supervisors

George Bailey, Chairman
Brian Bilbray, Vice Chairman
Susan Golding

John MacDonald
Leon Williams

San Dieguito Planning Group

Robert E. Griffin Jr., Chairman
Kay Kilourie, Vice Chairman
Rick Ankrom
Pamela Bender
Dan H. Butler
Cliff Douglas
Marvin Golden

Tim Haidinger
Paul Marks
Jack McGee
Bill Schlosser
Richard Scuba
Midgie Vandenberg
Randy White

San Dieguito Planning Group J-36 Subcommittee

Jack McGee, Chairman, Del Mar
Rick Ankrom, Elfin Forest
Pam Bender, South Pointe Farms
Dan Butler, Rancho Santa Fe
Stewart Butler, Del Rayo Downs
Andy Kean, Sun Valley
Harry Levin, Whispering Palms
Lauire McCrink, Santa Fe Valley
Keith Behner, Rancho Santa Fe Association Staff

Dennis Moser, 4S Ranch
Susan Rainville, Fisher Cove
Gary Ruyle, Santa Fe Valley
Al Sargeant, Elfin Forest
Bill Schlosser, Rancho Santa Fe
Joe Weiss, Fairbanks Ranch
Gordon West, Rancho Del Rio
Don Willis, Rancho Del Mar

County Department of Public Works

Granville M. Bowman, Director
David Solomon, Deputy County Engineer
Louis Hall, Project Manager

COMMUNITY RIGHT-OF-WAY DEVELOPMENT
STANDARDS
SAN DIEGUITO PLANNING AREA

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SECTION I

INTRODUCTION

Section 1.1 Introduction

These Standards have been developed in accordance with Policy and Procedure for Preparation of Community Right-of-Way Development Standards as outlined in the County of San Diego, Board of Supervisors Policy, Number J-36 as adopted on December 12, 1989 (Item 49).

They are for the use of individuals who, as a result of the land development process, desire to have the Board of Supervisors accept Public Works improvements into the County's system of maintained public roads.

Section 1.2 Purpose and Intent

The purpose of these Standards is to preserve, protect and enhance the rural character, ambiance, ecology and scenic integrity of San Dieguito's rural communities and scenic rural roadways. These Standards will allow and encourage the establishment or continuation of the unique character and identity of the various neighborhoods or plan areas within the community. The intent of these Standards is to provide alternative right-of-way regulatory standards which have as their goal the maintenance of the safety of the area's roadways while preserving the rural values of the region. A distinct objective of these Standards is to preserve the area's historic rural character through the protection and enhancement of rural roadways.

SECTION II

General Policy

Section 2.1 General Provisions

Applicable definitions are contained in Section 2, "General Definitions", and Section 4, Table 1 of the County's adopted Public Road Standards. These Right-of-Way Standards, when used in conjunction with the latest adopted Public Road Standards of the County of San Diego, Department of Public Works, shall provide for the regulation of improvements to be dedicated to the public and accepted by the County as a result of the land development process. These standards will supersede the Public Road Standards within the "Country/Town Rural Sphere" of the San Dieguito Planning Area, as shown on the map of Appendix A, where a conflict with the Public Road Standards exists. Where no conflict exists, the Public Road

Standards will prevail. These community Right-of-Way Development Standards are intended to preserve the rural character of the region, keep operating costs of maintenance at a reasonable level while at the same time provide for the service and protection of the public.

Section 2.2 Specific Plan Areas (SPA's)

Where land to be subdivided is located in the Specific Planning Area designation as defined by the Land Use Element of the San Diego County General Plan, streets providing onsite and offsite access shall be designed and improved to those standards necessary to implement the development density design and objectives of an adopted Specific Plan as determined by the Director of Public Works. These areas shall either abide by the County's existing Public Road Standards, or incorporate alternative standards within the respective specific plan pursuant to Section 81.402 (d) of the County Subdivision Ordinance.

Section 2.3 Exceptions

It is not possible to anticipate all situations that may arise and to prescribe standards applicable to every situation. These Standards will be applicable to the vast majority of cases but occasionally, the Board of Supervisors or Director of Public Works may make exceptions, as prescribed, where the application of the Standards to a specific situation results in an impractical and unreasonable hardship. Exceptions may be made only through the following procedures:

Exceptions to these Standards, except for compelling safety reasons as outlined in Section 2.4, shall be addressed through the modification of regulations process established for the type of project involved, or if there is no established procedure, the modification request shall be heard by the Board of Supervisors at a regularly scheduled public hearing.

Projects financed with State or Federal funds are subject to the standards prescribed by those agencies, and these Standards must conform to the State or Federal Standards in order to qualify for funding. Exceptions may be allowed to these Standards when this occurs.

Section 2.4 Safety Risks

The safety risks associated with these Community Right-of-Way Development Standards are negligible because the Standards do not effect the traveled right-of-way, road widths, traffic volumes or speed. Whenever the restricted use of these improvements effect public safety, the Board of Supervisors or the Director of Public Works, upon written justification, may make exceptions when the use of these Standards creates a public safety hazard.

Section 2.5 Additional Costs

Improvements other than those specified in the San Diego County Public Road Standards may create additional maintenance costs. Whenever additional maintenance costs are identified, a procedure to insure future maintenance must be implemented. The creation of a maintenance district under the "Landscaping and Lighting Act of 1972", Section 22500 et seq. of the Streets and Highway Code or a Community Service District, Section 61000 et seq. of the Government Code are acceptable methods of insuring further maintenance. Applicants are encouraged to apply for applicable Federal, State and local funding programs for equestrian, pedestrian and bike facility improvements (e.g. State Senate Bill 1110).

Section III

Required Public Road Right-of-way Improvements

Section 3.1 Country/Town Standards

These Standards are divided into two distinct sections, Country Standards and Town Standards. The purpose for this separation is to distinguish between appropriate standards for rural residential and rural town areas. Country and Town areas are delineated in Appendix A.

Section 3.2 Parkway Standards

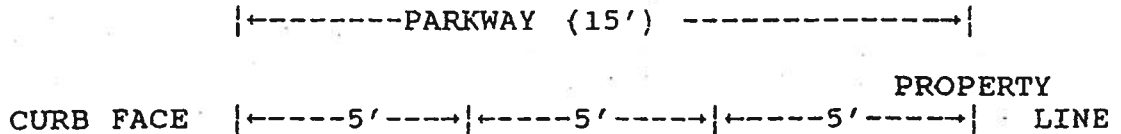
Parkway is defined as, "the distance measured from the curb face or road edge of the traveled way (based on "Road Surfacing Width AC", Table 2 of the County's adopted Public Road Standards) to the property line of a right-of-way.

Section 3.3 Parkway Width

A minimum 15' parkway width shall be required for all area roadways. Table 1 indicates allowable uses of parkways. Under no circumstances shall Zone II and III of Table 1 be used for the widening of the roadway surfacing unless additional right-of-way is acquired to insure a minimum parkway width of (15) fifteen feet. The dedication related to the parkway from 10 feet to 15 feet (Zone III of Table 1, page 4), shall be limited exclusively for the purposes of landscaping, pedestrian paths, equestrian trails and other recreational and aesthetic purposes.

TABLE I

PARKWAY USE STANDARDS



COUNTRY STANDARDS	ZONE I	ZONE II*	ZONE III*
BIKE LANE	X	X	X
BIKE PATH	X	2	1
PEDESTRIAN PATH	X	2	1
EQUESTRIAN TRAIL	2	2	1
LANDSCAPING	1**	1	2
DRAINAGE	1	X	X
SIGNS/SIGNALS	1	1	X
UTILITIES	1	2***	X
PARKING	X	X	X
ROAD WIDENING	X	X	X

TOWN STANDARDS	ZONE I	ZONE II*	ZONE III*
SIGNS	1	2	X
DRAINAGE	1	2	X
SIDEWALK	1	1	1
SIGNALS	1	2	X
LANDSCAPING	1	2	3
STREET FURNITURE	X	2	1
PARKING	X	X	X
ROAD WIDENING	X	X	X

- 1= Best Location
- 2= Alternative Location
- 3= Acceptable Location
- X= Unacceptable Location
- **= See Section 3.3
- **= GroundCover/Shrubs
- ***= Underground Utilities Only

Section 3.4 Exceptions to Parkways Use Standards

The provisions contained herein and Table I of page 4 notwithstanding, these Sandards may be varied persuant to Section 2.3 for the express purpose of preserving mature trees which are 5' or farther from road edge (See Section 3.7A Country Standards).

COUNTRY HANDMADE PARKWAY DESIGN EXAMPLES

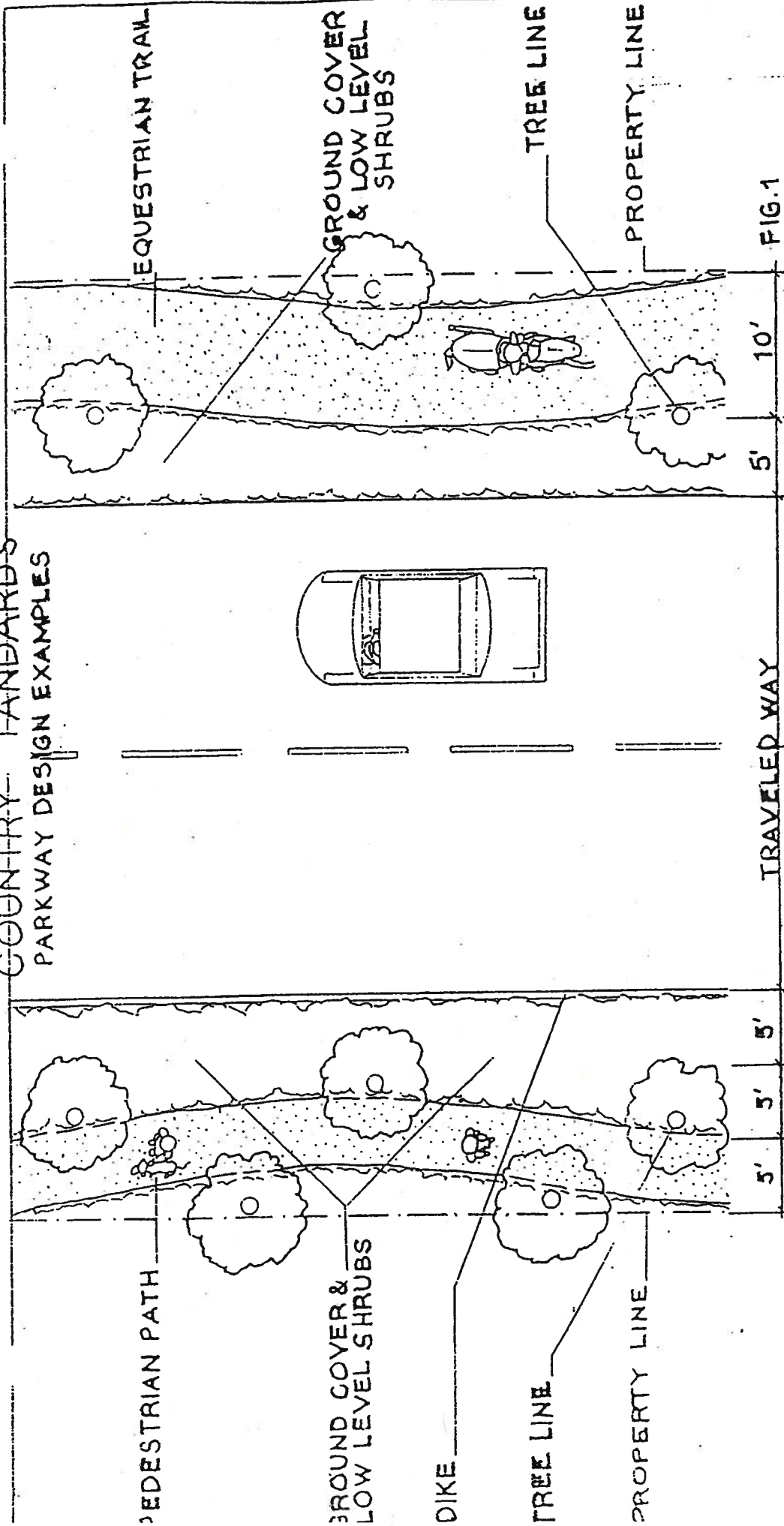


FIG. 1

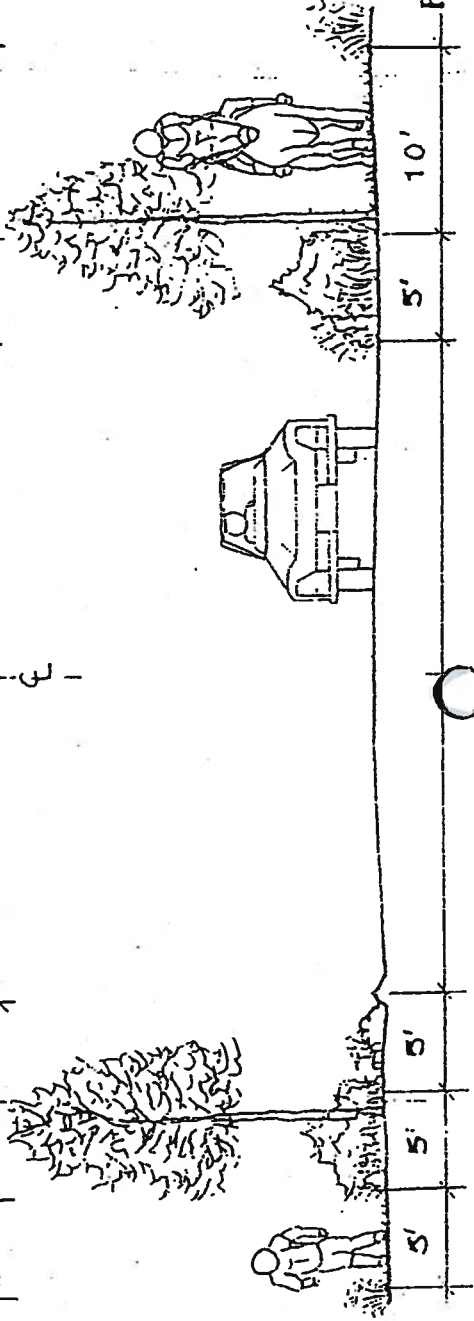


FIG. 2

PARKWAY 15'

PARKWAY 15'

Section 3.5 Curbs, Dikes and Gutters

Country Standards

- A. Where desired, streets classified as light collector or below may have rolled pre-mixed black concrete gutters per San Diego Area Regional Standard Drawing G-4.
- B. Where asphalt concrete dikes are required or needed they shall conform to Type E or F per San Diego Area Regional Standard Drawing G-5.
- C. Drainage systems shall preserve the rural character and atmosphere of area roadways.

The implementation of the above standards may required additional underground drainage improvements to control surface drainage where surface improvements will not adequately control drainage.

Town Standards

- 1. Sidewalks, curbs and gutters shall conform to the County's Public Road Standards.
- 2. All corners fronting commercial developments shall be provided with ramps for wheelchair access.

Section 3.6 Roadway Edges

ROADWAY EDGES

- A. Informal asphalt street-edges shall predominate in the area's roadways in order to preserve the rural character of the scenic roadways.
- B. Asphalt concrete dikes, Type E or F per San Diego Area Regional Standard Drawing G-5, shall be utilized where curbs are deemed necessary or where hand laid asphalt would be stacked or sloped up cuts and slopes or would otherwise cover an excessive amount of roadside area.

Section 3.7 Roadside Planting

Country Standards

- A. Existing trees shall not be required to be removed from right-of-ways, or as a function of subdivision, development or field inspection from any roadside area unless the existing tree is within 5' of the edge of the pavement where road is required to be constructed to ultimate. Interim road trees shall not be required to be removed unless they are within 5' of pavement edge and constitute a safety hazard.

- B. Right-of-way and median planting shall be actively encouraged in keeping with the prevailing and existing pattern of the rural and heavily landscaped character of area roadways.
- C. New planting shall be of a type and pattern consistent with landscaping and species prevalent in adjacent and nearby right-of-ways.
- D. The type and pattern of roadside planting shall be informal, rural in character, and shall consist of drought resistant native and traditional species prevalent in the area.
- E. Plantings, other than shrubs and ground cover, shall not be allowed in a 5' area extending from the roadway edge or curb.
- F. Planting within the parkway shall be irrigated for a period of not less than 1 year.
- G. Median areas, within major roads, as shown on the Circulation Element of the General Plan, may be developed using landscaped dividers in accordance with the County's Public Road Standards and as directed by the Director, Department of Public Works.

Town Standards

- A. Planter boxes are encouraged.
- B. Plant materials shall be compatible with planting prevalent in the area.
- C. Expanses of paved pedestrian areas shall be broken up with trees and other appropriate plantings.
- D. The placement of planter boxes, trees and other planting shall provide 5' clearance from face of curb for pedestrian traffic and automobile passenger ingress and egress.

Section 3.8 Street Signs

Country Standards

- A. The use of the County's standard street name signs (green and white) shall be continued.
- B. Signs indicating trail and golf cart crossings shall be posted in accordance with current County procedures.
- C. Signage shall be kept to a minimum (both in size and quantity) in keeping with the rural character of the area.

Town Standards

Specialized street name signs and poles may be developed for individual town centers in keeping with and reflective of the character of each area. Any specialized street signs will have to be paid for and maintained by the community to the satisfaction of the Director of Public Works.

Section 3.9 Traffic Signals

- A. Traffic signals are highly destructive of the rural character of the area's scenic roadways. They shall only be allowed where safety concerns cannot otherwise be mitigated.
- B. Where required, traffic signals shall:
 - 1. Not include illuminated street signs;
 - 2. Not include accompanying street lighting;
 - 3. Have poles, arms and control boxes painted a color compatible with the surrounding environs; and
 - 4. Provide crossing buttons accessible to pedestrians and/or equestrians where appropriate.

Section 3.10 Lighting

Country Standards

- A. Street lighting shall be generally prohibited.
- B. Where street lighting is otherwise mandated and safety concerns cannot be otherwise mitigated, the size and intensity of the lighting shall be kept to an absolute minimum in order to preserve the rural character of the area and in keeping with the San Dieguito Community Plan's policy of adhering to a dark sky policy. Further, any lighting shall be directed downward with the light source shielded. Light poles and arms shall be painted a color which will blend the equipment into the surrounding environs.

Town Standards

- A. Street lighting shall be generally prohibited.
- B. Where street lighting is otherwise mandated and safety concerns cannot be otherwise mitigated, the size and intensity of the lighting shall be kept to an absolute minimum in order to preserve the rural character of the area and in keeping with the San Dieguito Community Plan's policy of adhering to a dark sky policy. Further, any lighting shall be directed downward with the light source shielded. Light poles and arms shall be painted a color which will blend the equipment into the surrounding environs.

- C. All other lighting shall be restrained in keeping with the area's dark sky policy.

Section 3.11 Trails and Paths

- A. Equestrian, hiking and pedestrian trails and paths per County Standards shall be provided as set forth below and shall run generally parallel to the right-of-way in a meandering fashion. Said routes shall be provided for within a separate right-of-way, an easement adjacent to the right-of-way, or in the same right-of-way, if it is physically possible. Such parallel facilities shall be shown on the road improvement plan.
- B. Equestrian, hiking and pedestrian trails and paths shall be provided where 1) The trails represents a link in an existing or planned trail; or, 2) In case of any application for a land division or discretionary approval where the trail represents a link in an alternative route, subject to Board of Supervisors approval if required, to an existing or planned trail and where the community does not have a clear and presently foreseeable opportunity to obtain the existing or planned trail in the location where it presently exists or is planned; or, 3) The trail is indicated in the recreational element of the adopted San Dieguito Community Plan or is otherwise approved by the Board of Supervisors.
- C. All sections of driveways and entryways within the right-of-way shall be asphalt or other equestrian slip-resistant material. The cross slope of driveways and entryways shall be level to the extent possible and shall never exceed 5% of grade across the trail.
- D. Informal, natural and unpaved pedestrian paths and trails shall be provided along right-of-ways where no trail alignments exist. A meandering five foot landscape buffer shall be maintained between the road and trail edge where practical.
- E. Formalized crossing points, selected for safety and visibility, shall be established and warning signs shall be installed in accordance with County Standards and Procedures.
- F. Pedestrian trails shall be a minimum width of 5'.
- G. Equestrian trails shall be a minimum width of 10'.
- H. Trails and pedestrian paths shall require 6" (as measured after compaction) of Class II DG not including trail coverings.

Section 3.12 Bike Lanes

Bike lanes shall be provided for (according to County Standards) where adopted bike lane routes exist within the San Dieguito Community Plan or are otherwise approved by the Board of Supervisors.

Section 3.13 Sidewalks

Country Standards

- A. Sidewalks are prohibited.
- B. Informal, unpaved and meandering rural pedestrian paths are required alternatives to sidewalks (Refer to Section 3.11, H).

Town Standards

- A. Sidewalks shall be slip-resistant and consist of one or more of the following designs of natural or colored concrete consistent with the prevailing or desired character of the individual community or development:
 - 1. Stamped
 - 2. Salt Finished
 - 3. Acid Finished
 - 4. Broom Finished
 - 5. Exposed Aggregate
- B. All corners fronting commercial developments shall be provided with ramps for wheelchair access.

Section 3.14 Streetscape

- A. Benches shall not be required and if used, shall be compatible and harmonize with existing community character.
- B. Advertizing shall be prohibited on all benches.
- C. A uniform style of bench shall be utilized to preserve the thematic unity of individual communities.

Section 3.15 Utilities

No overhead utilities shall be permitted within real property encumbered by road right-of-ways.

Section 3.16 Walls

The construction of noise attenuation or other walls within the right-of-way is prohibited.

Section 3.17 Mailboxes

Mailboxes shall comply with Federal Post Office Standards and shall be compatible with the prevailing character of mailboxes in the community or development.

Section 3.18 Bus Turn-Outs

Developments involving 20 or more parcels shall submit their plans to North County Transit or a determination of whether additional right-of-way width will be required to accommodate bus turn-outs.

Section 3.19 Reflective Treatments

Before paddle reflectors or other non-embedded street level roadway reflective treatments are mandated for the road edge or parkway, findings shall be made by the traffic engineer, that reflective road stripping, edge stripping, reduced speed limits and other alternatives, or any combinations of the above, has been considered and found to be deficient in providing the margin of safety required.

While reflective roadway treatments within the traveled way are beyond the scope of these standards, it should be noted that surface level roadway reflectors, to provide both night visibility and physical warning to the road edge, are the preferred reflective treatment method for curving road sections, intersections or other areas where appropriate for safety considerations.