

# Valley Center Community Right-of-Way Development Standards



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## **1.0 Introduction**

### **1.1 Policy J-36: Community Right of Way Development Standards (CRDS)**

San Diego County Board of Supervisors Policy J-36 allows individual community planning areas in the unincorporated County to create design standards for the public Right-of-Way that vary from default Right-of-Way designs in the County Public Road Standards. Community Right-of-Way Development Standards *SUPERSEDE* the County Public Road Standards, and should be referred to by County Planners and the Valley Center Community Planning Group and the Valley Center Design Review Board as well as by private developers and property owners and their consultants in the preparation of development plans.

Valley Center's Community Right-of-Way Development Standards (VCCRDS) were financed by a CALTRANS grant. The VCCRDS were developed in a 6-month series of workshops through the cooperative efforts of the San Diego County Department of Public Works staff, consultants Technology Associates, Estrada Land Planning, Linscott, Law and Greenspans, Engineers and volunteers representing Valley Center residents, business owners, community groups and public agencies. County planning documents that were reviewed for consistency with these standards are: the Valley Center Community Plan, Design Guidelines, and Community Trails Master Plan (CTMP); the San Diego County Bicycle Master Plan for Valley Center; the San Diego County Public Road Standards and companion "Flexibility in County Road Design", and the San Diego County General Plan.

Valley Center's Community Right-of-Way Development Standards are meant to ensure that the community's rural character, natural features and beauty are retained when future roadways are designed and constructed. All proposed parkway and streetscape designs shall comply with the goals and objectives of these standards as contained herein.

### **1.2 Valley Center Community Planning Area**

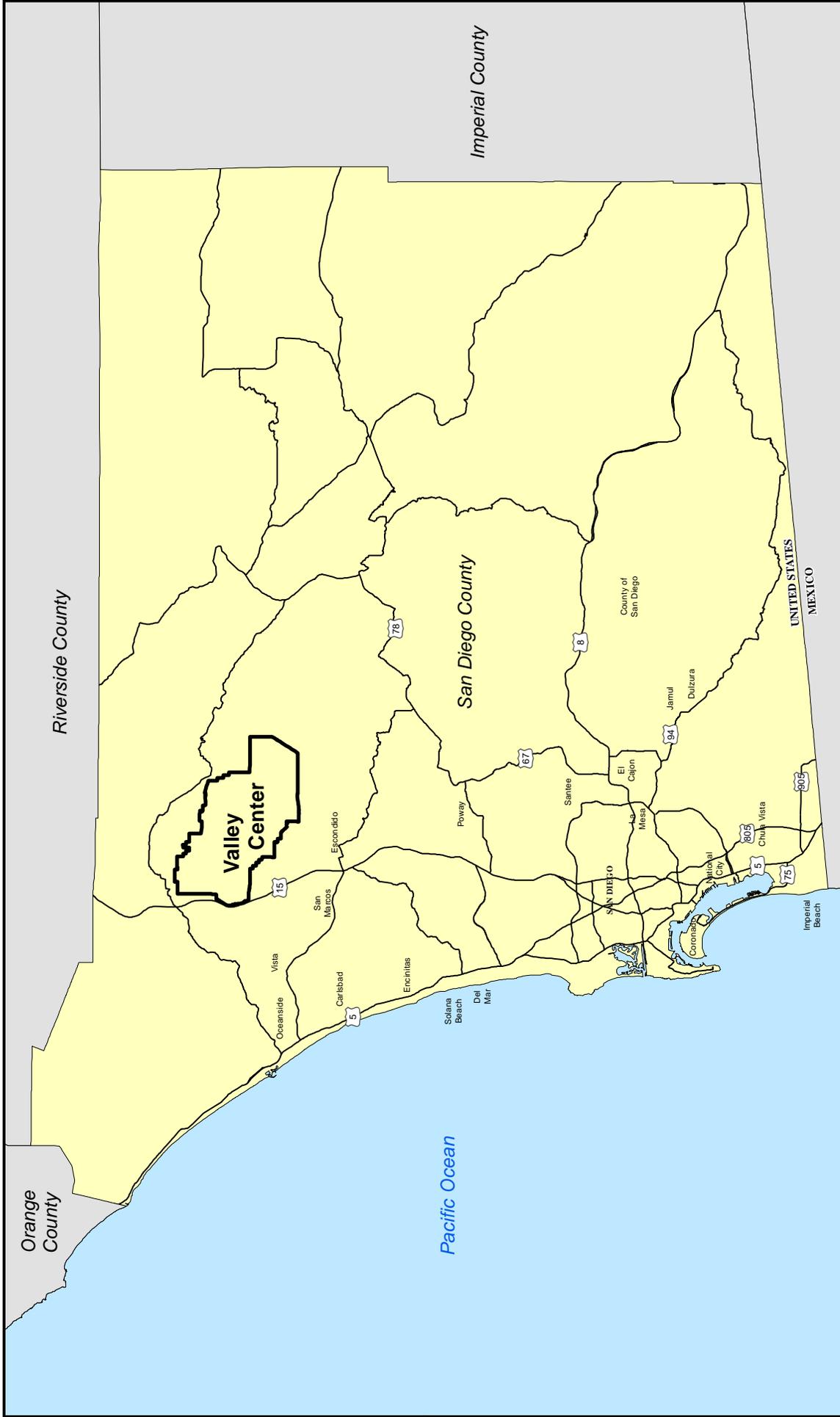
The Valley Center Community Planning Area comprises 86.3 square miles in the unincorporated area of North San Diego County (Figure 1: Project Location). Primary access to the community from Escondido to the south and Pauma Valley to the north is via Valley Center Road. In addition, Old Castle-Lilac Roads link Valley Center to the I-15 freeway to the east; Cole Grade Road connects to Pauma Valley to the north, and Lake Wohlford Road links to Escondido.

The San Diego Association of Governments (SANDAG) reports the population for the Valley Center Community Planning Area as 17,582 (2010 U.S. Census).

As described in the Valley Center Community Plan, the community is characterized by its distinctive rugged topography, rock formations, majestic mature oak and sycamore trees, its agricultural heritage which continues, and its predominance of large parcel development in Semi-Rural and Rural areas. Residents consider Valley Center to be one of the few places left in San Diego County where one can enjoy a rural quality of life and an unspoiled natural environment, while at the same time living within reasonable proximity of employment and urban services. Valley Center residents feel strongly about

retaining the beauty and function of the community's natural environment and the distinctive quality of its rural residential and agricultural setting.

Valley Center has two resident groups that advise the County on planning issues. The Valley Center Community Planning Group (VCCPG) is a 15-member elected board and the Valley Center Design Review Board is a 5-member appointed board. Both boards make recommendations regarding policy and proposed projects to the County Departments of Planning and Land Use and Public Works, the Planning Commission and the Board of Supervisors. These groups independently review discretionary project applications for consistency with the Valley Center Community Plan, Valley Center Design Guidelines, Valley Center Community Right-of-Way Development Standards, the County Trails Master Plan for Valley Center and other applicable policy or regulatory documents.



# Valley Center CRDS Planning Area



10 5 0 10 Miles

**Figure 1**

## 2.0 Purpose and Intent

Valley Center's Community Right-of-Way Development Standards (VCCRDS) guide the design and development of all parkway improvements in Valley Center. The objective is to ensure, as the community develops, that streetscapes complement surrounding land uses and reflect Valley Center's rural and agricultural heritage and its distinctive natural features. The VCCRDS take into account the future infrastructure needs of the community with an emphasis on safety and protection of all road users.

Community Right of Way Development Standards do not apply to the travel lanes, but to areas within the public Right-of-Way (ROW) that are outside the travel lanes. Board Policy J-36 states that CRDS cannot compromise safety, increase liability or alter or diminish the functional capacity of the road. All sight distances need to be maintained for roadways, corners and driveways as defined by the County Public Road Standards, as illustrated in Appendix A.

Where discussed herein, the VCCRDS supersede the Public Road Standards for the following road design elements:

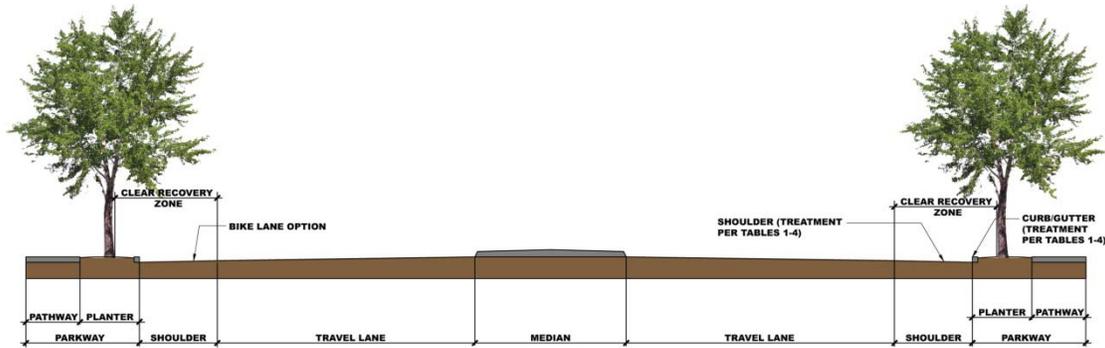
- curb and gutters
- drainage and stormwater improvement features
- sidewalks and pathways (placement and widths)
- utility placement
- on-street parking
- shoulders

The following additional enhancements and/or upgrades can be implemented provided that funding sources are identified to cover the installation and ongoing maintenance costs (Financing Mechanisms are discussed in Appendix B.):

- pavement treatments
- landscaping, including tree wells
- medians, and median landscape and pavement treatments
- street lighting
- street furniture
- bicycle facilities
- bus facilities

When road improvements are a condition of property development, developers will incorporate Valley Center's Community Right-of-Way Development Standards into their streetscapes. These standards shall be applied in the review of project plans by the County Departments of Land Use and Public Works, by the Valley Center Community Planning Group and the Valley Center Design Review Board, and by project applicants and their planners, engineers, and design professionals. ROW improvements based on

these standards will be dedicated via Irrevocable Offer of Dedications (IODs) to the public and accepted by the County as part of the process.



**Figure 2. Right-of-Way Components**

This cross-section identifies the elements of the public-Right-of-Way. The “travel way” includes vehicle travel lanes, shoulders and bike lanes. The roadbed includes the paved portion of the roadway including the traveled way and any paved shoulders. If the shoulder is unpaved, it is not part of the roadbed, but is part of the travel way.

The “Parkway” is the area outside of the roadbed and includes any unpaved shoulder, sidewalk, and/or pathway. The Clear Recovery Zone is defined by the Flexibility in County Road Design as “... *the unobstructed, relatively flat area provided beyond the edge of the traveled way for the recovery of errant vehicles.*” It is measured from the edge of the travel lane to the nearest fixed object. It includes a portion of the traveled way (bike lanes and shoulder – paved or non-paved) and the parkway (graded, low level landscaping and sidewalk/pathway that extends to the nearest fixed object such as a tree, steep slope or utility). Specific standards for each element are outlined in Sections 3 of this document.

## **2.1 Zones: Industrial, Village, and Semi-Rural & Rural**

Valley Center's Community Right-of-Way Development Standards are organized by land use characteristics, not by road classification. Design standards vary by land use context. If a road traverses several different zones, right-of-way design standards will vary in different segments of that road. For example, as Valley Center Road traverses the Villages, it is subject to the Zone 2 standards; outside of the Villages in Semi-Rural and Rural areas Valley Center Road is subject to Zone 3 standards.

### ***Zone 1: Village Industrial Area***

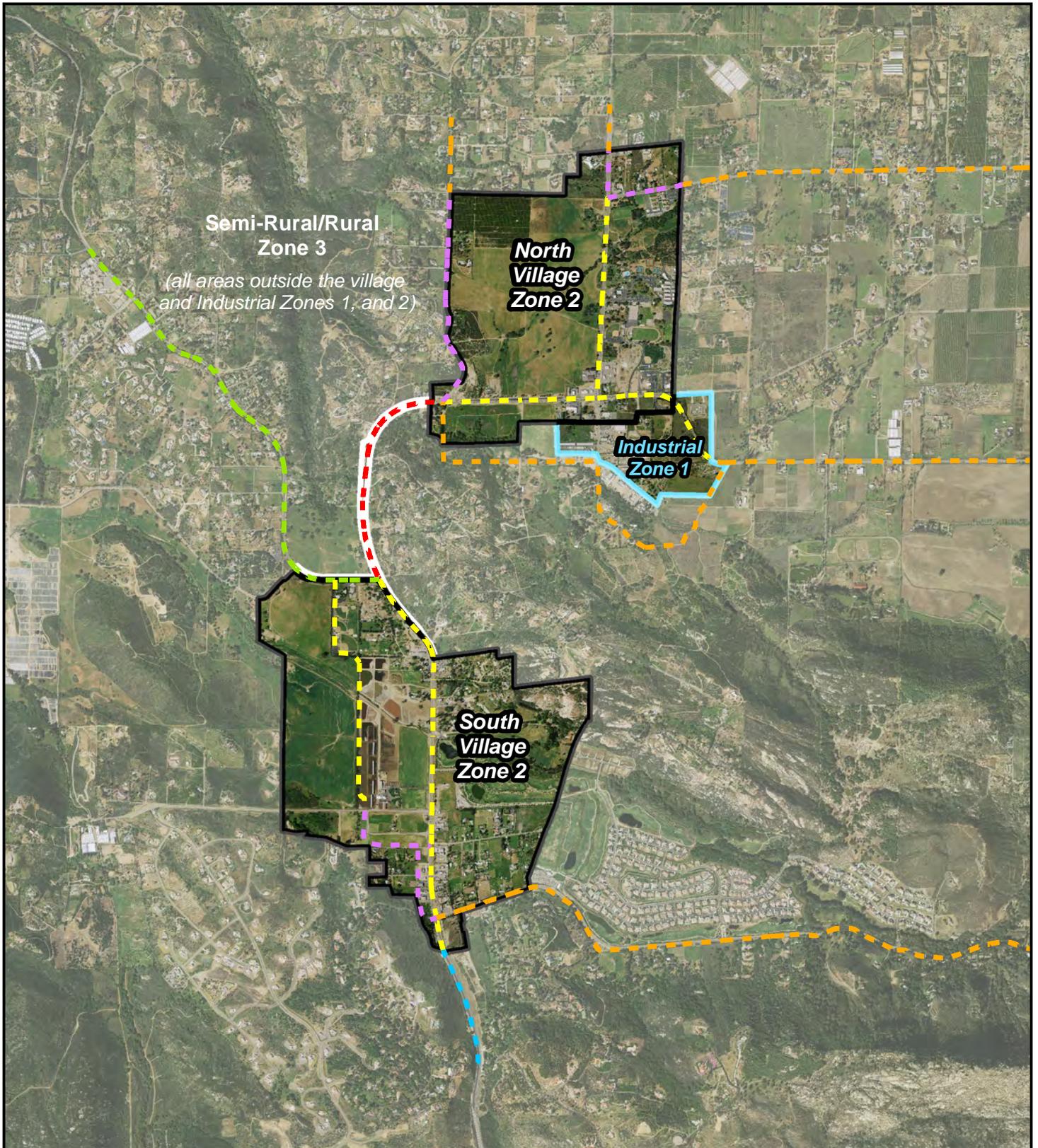
Zone 1 in North Village is Valley Center's Industrial area. This Zone consists of approximately 74 acres located south of Valley Center Road between Cole Grade Road and west of Valley Stream Road.

### ***Zone 2: North and South Village Areas***

Zone 2 includes Valley Center's two Village areas, both designated Smart Growth Opportunity Areas on the SANDAG Regional Comprehensive Plan. Village boundaries are generally identified in Figure 3, but for exact Village boundaries, reference the Valley Center Community Planning Area Map of the General Plan. The North Village is generally located north and south of Valley Center Road east of Miller Road, south of Fruitvale, and west of Pleasant Knoll Lane, and comprises approximately 558 acres with a variety of higher intensity residential, and commercial land uses. The South Village is located on both sides of Valley Center Road east of Betsworth Road, south of Lilac Road and north of Woods Valley Road, and contains approximately 652 acres. The South Village allows a variety of higher density residential and commercial uses. Both Villages include community uses such as parks, schools and community centers.

### ***Zone 3: Semi-Rural and Rural Areas***

Zone 3 includes all Semi-Rural and Rural properties outside Valley Center's Village areas.



**Legend**

- Major Road - North and South Village
- Boulevard - North and South Village
- Collector Road - North and South Village
- Major Road
- Boulevard Road
- Collector Road



**Valley Center CRDS**

*Zone Areas*

NOTE: Reference the General Plan Update for the Valley Center Community Planning Area map for exact Village boundaries.

**Figure 3**

## 2.2 VCCRDS Objectives

The overall community goals and objectives of the VCCRDS document are as follows:

- Preserve Valley Center’s historic rural and agricultural character through the protection and enhancement of rural streetscapes.
- Develop without losing or compromising the rural character and heritage of Valley Center that the residents deeply value.
- Ensure parkways are developed in a cohesive manner—not in a piecemeal fashion.
- Ensure that parkway designs complement surrounding land uses, and are consistent with the community’s overall vision as described in the Valley Center Community Plan.
- Whenever possible, secure additional area within the ROW for increased parkway improvements for larger landscape areas to help soften the streetscape, and encourage pedestrian travel without compromising the safety, capacity and function of the road.
- Protect Valley Center’s natural beauty. Integrate existing natural features such as rock formations; mature, indigenous trees, shrubs or planting; existing pathways; topography; and other environmentally sensitive resources.
- Ensure landscape patterns and materials are used which reflect the prevailing and existing rural landscape pattern of Valley Center including informal, organic planting patterns and native species.
- Implement the Valley Center Community Trails and Pathways Plan which includes, in part, enhancing and encouraging pedestrian and multi-modal travel by providing connectivity of pathways throughout the community.
- Create safe and inviting walking environments for pedestrians with non-curb adjacent pathways throughout the neighborhoods.
- Design drainage facilities so they are natural landscaped amenities, and do not detract from the streetscape.
- Prohibit paved on-street parking in Zone 3, except to accommodate special event overflow for public buildings
- Identify potential funding mechanisms for the construction and on-going maintenance costs of the parkway improvements.

## **3.0 VCCRDS Implementation**

### **3.1 Valley Center CRDS At-A-Glance**

Tables 1-4 summarize Valley Center's Community Right-of-Way Development Standards for each of the three Zones. Each table shows design features that are Preferred, Allowed and Not Allowed in each zone: Zone 1 Industrial; Zone 2 Village (Commercial/Office and Residential); and Zone 3 Semi-Rural and Rural. More detailed descriptions follow in Sections 3.2 and 3.3. Exceptions to these Standards are covered in Section 4.0. Many of the preferred elements, such as landscaping, street furniture and pavement treatments require identification of an entity and a funding source and mechanism for ongoing maintenance prior to installation. Potential financing mechanisms are provided in Appendix B.

To help implement the VCCRDS, detailed discussion of each standard follows Tables 1-4.

Appendix C includes diagrams and photographs that illustrate appropriate design characteristics and natural features that could be utilized to achieve the rural, small town character the community desires to maintain. Diagrams and photographs are meant to illustrate design concepts and to guide and inspire high-quality design; they are not meant to be rigidly replicated.

**Table 1  
Zone 1 Industrial**

<b>ZONE 1 Industrial</b>			
<b>Parkway Design Elements</b>	<b>Preferred</b>	<b>Allowed</b>	<b>Not Allowed</b>
<b>Curb &amp; Gutter</b>			
• No Curb		●	
• Natural Swale		●	
• Asphalt		●	
• Rolled Concrete		●	
• Concrete	●		
<b>Median</b>		●	
<b>Lighting</b>		●	
<b>Landscape</b>			
• Natural Form	●		
• Hybrid/Context Sensitive		●	
• Uniform/Ornamental			●
<b>Pathway/Sidewalk</b>			
• DG – Non-Curb Adjacent and/or Meandering		●	
• DG – Curb Adjacent			●
• Concrete – Non-Curb Adjacent and/or Meandering	●		
• Concrete – Curb Adjacent			●
<b>Shoulders</b>			
• DG		●	
• Paved	●		
<b>On – Street Parking</b>		●	
<b>Street Furniture</b>		●	
<b>Pavement Treatment</b>		●	

**Table 2**  
**Zone 2 Villages**

<b>ZONE 2 Village: Commercial &amp; Office</b>			
<b>Parkway Design Elements</b>	<b>Preferred</b>	<b>Allowed</b>	<b>Not Allowed</b>
<b>Curb &amp; Gutter</b>			
• No Curb		●	
• Natural Swale		●	
• Asphalt		●	
• Rolled Concrete		●	
• Concrete		●	
<b>Median</b>	●		
<b>Lighting</b>	●		
<b>Landscape</b>			
• Natural Form	●		
• Hybrid/Context Sensitive		●	
• Uniform/Ornamental			●
<b>Pathway/Sidewalk</b>			
• DG - Non-Curb Adjacent and/or Meandering		●	
• DG – Curb Adjacent			●
• Concrete - Non-Curb Adjacent and/or Meandering	●		
• Concrete - Curb Adjacent			●
<b>Shoulders</b>			
• DG		●	
• Paved	●		
<b>On – Street Parking</b>	●		
<b>Street Furniture</b>	●		
<b>Pavement Treatment</b>	●		

**Table 3**  
**Zone 2 Village Residential**

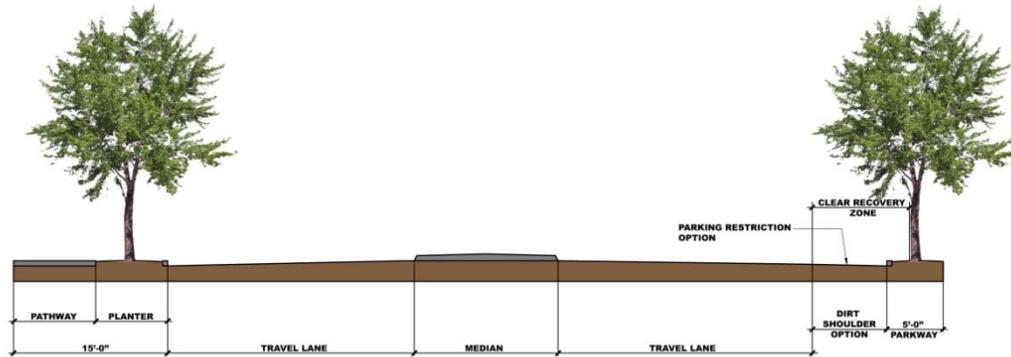
<b>ZONE 2 Village: Residential</b>			
<b>Parkway Design Elements</b>	<b>Preferred</b>	<b>Allowed</b>	<b>Not Allowed</b>
<b>Curb &amp; Gutter</b>			
• No Curb		●	
• Natural Swale		●	
• Asphalt		●	
• Rolled Concrete		●	
• Concrete		●	
<b>Median</b>			
		●	
<b>Lighting</b>			
		●	
<b>Landscape</b>			
• Natural Form	●		
• Hybrid/Context Sensitive		●	
• Uniform/Ornamental			●
<b>Pathway/Sidewalk</b>			
• DG - Non-Curb Adjacent and/or Meandering	●		
• DG – Curb Adjacent			●
• Concrete - Non-Curb Adjacent and/or Meandering		●	
• Concrete - Curb Adjacent			●
<b>Shoulders</b>			
• DG		●	
• Paved		●	
<b>On – Street Parking</b>			
		●	
<b>Street Furniture</b>			
		●	
<b>Pavement Treatment</b>			
	●		

**Table 4  
Zone 3 Semi-Rural and Rural**

<b>ZONE 3 Semi-Rural and Rural</b>			
<b>Parkway Design Elements</b>	<b>Preferred</b>	<b>Allowed</b>	<b>Not Allowed</b>
<b>Curb &amp; Gutter</b>			
• No Curb	●		
• Natural Swale	●		
• Asphalt		●	
• Rolled Concrete			●
• Concrete			●
<b>Median</b>		●	
<b>Lighting</b>			●
<b>Landscape</b>			
• Natural Form	●		
• Hybrid/Context Sensitive		●	
• Uniform/Ornamental			●
<b>Pathway/Sidewalk</b>			
• DG - Non-Curb Adjacent and/or Meandering (Type D, Section 3.2.6)	●		
• DG – Curb Adjacent		●	
• Concrete - Non-Curb Adjacent and/or Meandering			●
• Concrete - Curb Adjacent			●
<b>Shoulders</b>			
• DG	●		
• Paved		●	
<b>On – Street Parking</b>			●
<b>Street Furniture</b>			●
<b>Pavement Treatment</b>		●	

### 3.2 Parkway: Elements and Definition

Valley Center’s Community Right-of-Way Development Standards accommodate all road users: motorists as well as cyclists, pedestrians and equestrians. The following sub-sections provide details about the design of particular parkway elements.



**Figure 4. Type D Parkway**

This cross-section identifies the elements of the public-Right-of-Way. The “travel way” includes vehicle travel lanes, shoulders and bike lanes. The roadbed includes the paved portion of the roadway including the traveled way and any paved shoulders. If the shoulder is unpaved, it is not part of the roadbed, but is part of the travel way. The “Parkway” is the area outside of the roadbed and includes any unpaved shoulder, sidewalk, and/or pathway. The Clear Recovery Zone is defined by the Flexibility in County Road Design as “... the unobstructed, relatively flat area provided beyond the edge of the traveled way for the recovery of errant vehicles.” It is measured from the edge of the travel lane to the nearest fixed object. It includes a portion of the traveled way (bike lanes and shoulder – paved or non-paved) and the parkway (graded, low level landscaping and sidewalk/pathway that extends to the nearest fixed object such as a tree, steep slope or utility). Specific standards for each element are outlined in Sections 3 of this document.

The “parkway” is the area within the public Right-of-Way that is NOT the “travel way.” This area shall be used exclusively for landscaping, pedestrian pathways, trails, sidewalks, equestrian trails, and other recreational and aesthetic purposes. County standards for parkway widths vary by road type (see Tables 2A and 2B, San Diego County Public Road Standards in Appendix D).

In all three zones, the community preference is to implement Type D Pathways and locate pathways as far from travel lanes as possible in order to increase the safety, comfort, and pleasure of pedestrians and equestrians. In Zone 2, wider pathways are preferred in order to promote and encourage pedestrian travel throughout the Villages. Where pathways are intended to serve equestrians, pathways wider than 8’ should be considered. The provision of wider pathways may need more Right-of-Way than that identified for the designated road classification and would be beyond the scope of the VCCRDS. Additional coordination with the County Parks Department and the County’s Trails Master Plan may be needed to determine whether implementation of a wider pathway is feasible.

To achieve this goal requires adjustments to the travel way and the parkway. These adjustments include the following:

- Reducing the parkway on the non-pathway side of the road to 5' so that the parkway on the pathway side can be increased to 15' (i.e. Type D).
- Providing a paved (2') and dirt (6') shoulder on the non pathway side adjacent to the 5' parkway.
- Providing a paved (2') and dirt (6') shoulder on the pathway side may also be considered adjacent to the 15' parkway.

The acquisition of additional right of way may also be considered, but this is beyond the scope of the VCDS. This may be by obtaining an easement from the adjacent property owner or as a voluntary condition/improvement for a land development project.

Possibilities should always be explored as early as possible in the design process. A larger landscaped area will reduce pavement, better offset greenhouse gases, and in other ways help soften and add to the beauty of the streetscape. A wider parkway will also encourage pedestrian travel with a more inviting and safe walking environment.

### **3.2.1 Curb and Gutter**

As shown in the tables in Section 3.1, there are several options for the design of the travel way edge: a natural swale, no curb, asphalt curbs, rolled concrete and concrete curbs and gutters. Designs based on these options will be reviewed on a case-by-case basis considering surrounding land uses, and the existing drainage and hydrology of the site. The option selected must comply with the overall character of its location, and the requirements of that Zone (Figure 5). While rolled curbing is allowed and may be preferred in some area, use of rolled curbing will increase separations to fixed objects such as trees to ensure an adequate clear recovery zone and reduce drainage capacity. Designs including the use of rolled curbing should follow the Flexibility in County Road Design Guidelines to ensure an appropriate overall design.

Concrete curbs and gutters are allowed only in Industrial Zone 1 in North Village and Zone 2 in both Villages; they are prohibited in Semi-Rural and Rural Zone 3. Outside the Villages no-curb is preferred. A rolled curb is not allowed in sloped areas, but is allowed in areas with less severe topography. When a curb is utilized, the driver must be able to identify the curb from the roadway. Contrast in color and/or design feature should therefore be provided when a concrete curb is not provided adjacent to asphalt pavement.

# Curb and Gutter



Natural Swale



Dirt Shoulder



Asphalt



Concrete

Figure 5. Curb and Gutter

### **3.2.2 Medians/Maintenance Strips**

Medians are allowed to enhance streetscape aesthetics in Industrial, Village and Semi-Rural/Rural Zones on both Mobility Element and Local Public roads. Median design possibilities include landscaping and patterned hardscaping. In addition, vegetated medians can also serve as natural bio-swales for managing water detention (Figure 6). Permeable pavement that has a decorative, natural design or pattern may be permitted depending on its compatibility with surrounding land uses and serve as a vehicle travel lane for emergency vehicles. Median landscaping shall be compatible with parkway landscaping to ensure a cohesive street-scene.

Median maintenance strips should be located in the median interior--not along the outside edges. Maintenance walkways shall be incorporated into the interior landscape design to produce a safer situation for maintenance workers and a more natural and rural appearance, and to avoid a linear concrete edge that characterizes more urban settings.

Swale designs would be reviewed on a project basis (see the companion to the County Road Standards, "Flexibility in Road Design" document). Drainage calculations and/or soil reports may be required to ensure adequate drainage.

Center travel lane design is not covered by the Community Right-of-Way Development Standards. However, textured pavement such as flat, colored asphalt or other hardscape material to help slow traffic is permitted upon review and approval of the County Department of Public Works, the Valley Center Community Planning Group, and Design Review Board. A financing mechanism to address additional construction and maintenance costs must be identified and established prior to installation of the above enhanced pavement treatments.

# Medians



Figure 6. Medians

### **3.2.3 Street Lighting**

Street lighting is permitted in Zones 1 and 2. In Semi-Rural and Rural Zones 3 street lighting shall be minimal, used only for security, safety and identification and provided when needed at high volume intersections and/or when there is an identified night time collision pattern. Street lighting shall also be allowed in Semi-Rural and Rural Zone 3 around schools, community centers, parks and other public uses.

All street lighting shall comply with the San Diego County Dark Sky Ordinance 6900 (the Light Pollution Code) and must meet the requirements set forth in Section 5.8 (Roadway Lighting) of the County Public Road Standards. The Valley Center Community Right-of-Way Development Standards cannot compromise safety, increase liability or alter County requirements for travel ways.

If lighting must be located near natural areas, it shall be placed to avoid impacts to wildlife.

Light fixtures shall be rural in design and character. Special lighting fixture can be recommended for approval by the Valley Center Community Planning Group and the Valley Center Design Review Board to ensure the rural design standard of Valley Center is maintained. Approval from the Director of Public Works is required prior to installation to ensure appropriate lighting and structural design. An entity and funding source will also need to be identified to ensure ongoing maintenance and any substantial additional installation costs. Several sample photographs of appropriate light fixtures are provided in this section to illustrate the material, colors and designs that would be appropriate for Valley Center (Figure 7). Different light fixtures are permitted in the various zones provided there is continuity along the streetscape. For example, a light fixture utilized in the industrial zone 1 may be different than the light fixture used in the rural/semi-rural area in Zone 3.

All lighting fixtures and proposed locations shall be reviewed by the Valley Center Design Review Board, the Valley Center Community Planning Group, and County DPW/DPLU as applicable.

# Street Lighting

Upgraded Light Fixtures—Rural in Character



Figure 7. Street Lighting

### **3.2.4 Landscaping**

#### ***General Landscape Goals***

Roadside landscaping in Valley Center should mimic the natural landscape. Therefore, existing natural rock outcroppings and boulders, topography, mature trees, shrubs and other plantings, and scenic vistas that characterize and distinguish the community's landscape should be incorporated into parkway improvements provided they are healthy, compatible with project site design in form and arrangement, and are consistent with the Valley Center's Community Right-of-Way Development Standards.

New landscape design and materials should appear as extensions of the natural rural environment. This requirement does not prohibit the use of compatible plantings that are non-indigenous but rather is intended to produce landscapes that follow existing natural forms and species in order to produce a cohesive and natural-appearing result.

Within the Villages, ornamental features such as planter boxes, tree wells/grates, potted plants, benches and other street furnishings are allowed within the parkway to create a more pedestrian friendly environment and to add additional landscape to the streetscape.

All landscape improvements shall comply with the following standards:

- Maintain sight distance and the clear recovery zone requirements.
- Comply with the revised plant palette (Appendix E), and with the County's Drought Tolerant Ordinance.
- Require funding to support ongoing maintenance costs (Appendix B: Financing Mechanisms).

#### ***Landscape Design Styles***

As shown in the tables in Section 3.1, two out of three conventional landscape design styles are acceptable in Valley Center. The three styles -- Natural Forms, Uniform/Ornamental and Hybrid/Context Sensitive -- and are described in detail below. Photo examples are provided in Appendix C.

#### ***Natural Forms Preferred in all Zones***

A natural design mimics the natural landscape. For example, trees and other plantings are irregularly and apparently randomly located. Symmetrical, geometric, linear and repeating patterns are not permitted. The intent is to blend with the existing forms of the natural landscape and not allow formal, uniform or ornamental planting (Appendix C).

*This landscape design style is preferred throughout all Zones in Valley Center and is permitted on all road types.*

#### ***Uniform/Ornamental Prohibited in all Zones***

A uniform/ornamental design is formal, symmetrical, linear, geometric, and frequently includes man-made ornamental features, such as a formal fountain or a pool, instead of natural, native or

characteristically rural features, such as rock formations, glades of trees, an open meadow, or a stone wall. For example, trees, shrubs and other plantings are placed in repetitive patterns (e.g. one tree every 50' on center) even along streets with numerous bends and curves (Appendix C).

*This landscape style is not permitted on any parkway in Valley Center.*

### ***Hybrid/Context Sensitive Allowed in all Zones***

A hybrid/context sensitive design combines characteristics of the Natural and the Uniform/Ornamental forms. A streetscape can frequently possess qualities of both natural and ornamental landscape. For example, an agricultural field may have trees planted 50' on center, except where an existing drainage may occur. Drainages usually would consist of organic, naturally occurring plant forms. As a road crosses a drainage, it would be appropriate to continue the natural forms adjacent to the road. And, it would be inappropriate to force rigid, uniform landscape patterns within this organic form. However, there may be instances when the ground plane maintains an organic, natural form while trees are naturally placed at regular intervals. A ridge, uniform planting pattern is not permitted within this hybrid context. The intent is to replicate the natural occurring landscape patterns and features, but not result in a linear or more urban streetscape (Appendix C).

*This choice should be based upon the land use context and the kind of features and vegetation that exist naturally within or adjacent to the parkway.*

### **3.2.5 Landscape Planter**

All pathways and sidewalks in Valley Center are required to be non-curb adjacent so the landscape planter will separate the pedestrian from the street, unless a design exception is approved.

When Type D pathway is developed, the parkway on the non-pathway side of the road portion of the parkway is allowed to be reduced to 5' to accommodate the increased pathway (see section 3.2 and Figures 4 and 8). In the Village cores, 8' pathways are required to promote pedestrian travel. If the parkway is 10' in the Village core, (i.e. when the Type D is not developed), the planter may be reduced to 2' to accommodate the required 8' pathway, and to provide a separation for the pedestrian. This reduction to the landscape planter would require an exception request and approval from the Valley Center Community Planning Group and Department of Public Works.

Although Type D pathway is the preferred option, there may be instances when the standard parkway is developed. The standard parkway planter shall be a minimum of 5' with a 5' minimum sidewalk or pathway. The parkway shall have street trees and low level plantings that are consistent with the species and planting patterns described in these standards. Particular species, size, and locations of vegetation shall be determined on a project basis when detailed landscape plans are submitted. Placement and spacing of trees shall be adjusted to accommodate intersections, driveways, utilities and medians, and to ensure proper sight distance visibility and the proper clear recovery zone.

### **3.2.6 Pathways/Sidewalks/Trails**

Pathways are defined as non-motorized transportation area within a parkway of the ROW and are usually soft surfaced such as decomposed granite (DG) to accommodate circulation and recreational users. Sidewalks are a concrete or other similar appearing material intended to accommodate pedestrian travel throughout the community.

#### ***Type-D Pathways/Other Pathways***

Type D Pathways are required on one side of all Mobility Element Roads and many Local Public Roads in Valley Center as identified in the General Plan, a Specific Plan or Trails Master Plan. To develop a continuous pathway system, the north or west sides of the ROW should be used whenever possible. Because Type D Pathways require a minimum 15-foot parkway, the non-pathway Right-of-Way width can be reduced (Figures 4 and 8; and Section 5.0 County Trails Master Plan).

Decomposed granite (DG) or other similar surface material is required for pathways throughout Valley Center as it most accurately replicates the rural heritage of community.

All pathways shall be at least 8' wide unless an exception is required to preserve rock formations, or mature trees or another existing natural features or the installation of needed utilities. It bears repeating that wider pathways are preferred in Zone 2, in order to promote and encourage pedestrian travel throughout the Villages.

The required 8' pathway would leave a reduced landscape planter in the core Village areas. The pathway can be reduced to 2' (at intervals) to allow a landscape planter and to provide a separation for the pedestrian. This reduction to the landscape planter would require an exception request and approval from the Valley Center Community Planning Group and Department of Public Works.

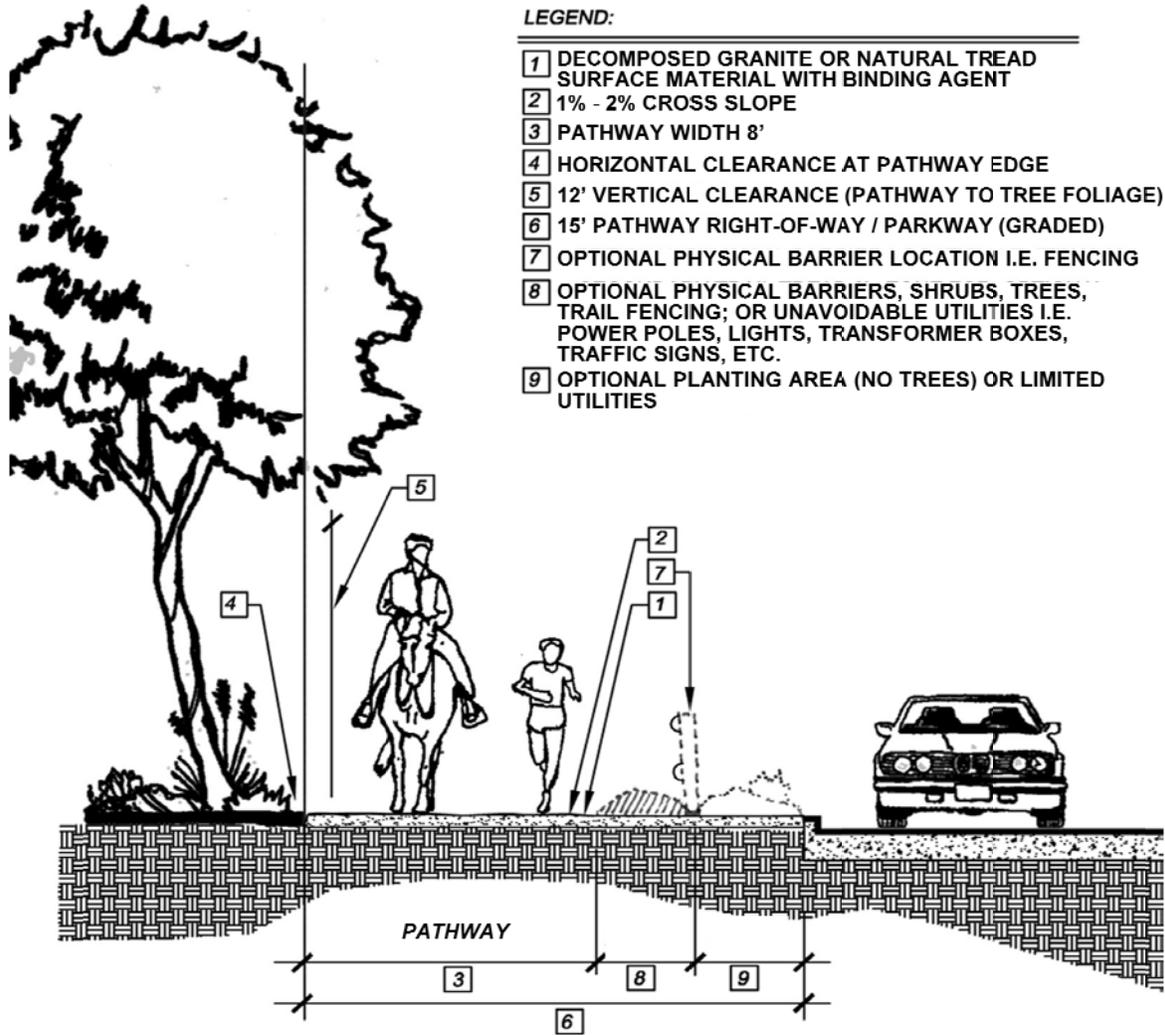
Where pathways are intended to serve equestrians, pathways wider than 8' should be considered. The provision of pathways wider than 8' may need more Right-of-Way than that identified for the designated road classification and would be beyond the scope of the VCCRDS especially when on street parking and/or paved shoulders are needed. Additional coordination with the County Parks Department and the County's Trails Master Plan may be needed to determine whether implementation of a pathway in excess of 8' is feasible.

There are a number of ways that area in the travel way can be used in conjunction with the parkway, including utilizing the shoulder when bicycle and travel ways can be shared, when on-street parking is unnecessary; reducing the parkway on the non-pathway side of the road to 5' so that the parkway on the pathway side can be increased to 15' (i.e. Type D), and providing a paved (2') and dirt (6') shoulder. The acquisition of additional right of way may also be considered, but this is beyond the scope of the VCCRDS.

In some instances, the advantages of wider pathways could be diminished by the disadvantages of undesirable environmental impacts -- depending on the existing conditions adjacent to the Right-of-Way (e.g., presence of sensitive habitat, wetlands, mature oak trees and shrubs, rock outcroppings, steep

slopes, cultural resources, etc.). In these situations, the environmental impacts shall be evaluated prior to acquiring additional Right-of-Way.

## Figure 8 - Type D Pathways



**Notes:**

1. Typically pathways are located on one side of a street. Utilities are encouraged to be placed on the opposite side of that street.
2. D.G. Pathways are constructed in-lieu of sidewalks.

### ***Zone 3 Residential Neighborhoods***

Because large parcels accommodate resident and visitor parking, on-street parking is unnecessary in Semi-Rural and Rural residential areas. The preference of the Valley Center Community Planning Group in these areas is for applicants to apply to suspend the requirement for on-street parking in Zone 3 Semi-Rural and Rural. Eliminating this requirement where it is unnecessary will also allow a reduced paved shoulder, better retaining Valley Center's rural character.

### ***Zone 3 Public Facilities***

On-street parking can be desirable to support adjacent public uses, such as a school, church or another public facility. The demand for on-street parking for these uses would need to be demonstrated to the satisfaction of the Valley Center Community Planning Group and County Department of Public Works whenever such land development projects are processed for discretionary approval.

#### **3.2.9 Street Furniture**

Street furniture can add texture and charm and help define the rural character of the community, and is permitted in Zones 1 and 2. Street furniture (including light fixtures) must avoid sidewalks and pathways and must not obstruct sight distance visibility or the Clear Recovery Zone.

Although street furniture will most usually be located on private property outside the parkway, there are circumstances where furnishings will suit the parkway area. The following furnishings are the sort that would reinforce the small-town, rural-agricultural character of Valley Center: benches, rural iconic elements, farming elements, drinking fountains, wheel barrels, benches, barrels, wagon wheels, wagons, potted plants, even newspaper racks and stands. Street furniture design shall be compatible with adjacent and surrounding land uses, building architecture, and overall streetscape design.

Advertising and/or signage on benches and other street furniture is prohibited.

#### **3.2.10 Pavement Treatment**

Enhanced pavement treatment that creates a natural, rural appearance is permitted in all Zones providing the choice also complements surrounding land uses. Options include pavers, permeable surfaces and textured, colored and stamped concrete. All materials are reviewed and approved by the County Department of Public Works, the Valley Center Community Planning Group, and the Valley Center Design Review Board for each project basis. Costs and maintenance of proposed enhanced pavement treatments are taken into account when considering the benefits of the enhancement.

### **3.3 Additional Elements**

#### **3.3.1 Drainage/Storm Water Improvements**

Because California water quality regulations influence streetscape design when accommodating on-site drainage or storm water, these improvements need to be addressed, reviewed and approved on a project specific basis.

### ***Zone 3 Residential Neighborhoods***

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### **3.3 Additional Elements**

#### **3.3.1 Drainage/Storm Water Improvements**

Because California water quality regulations influence streetscape design when accommodating on-site drainage or storm water, these improvements need to be addressed, reviewed and approved on a project specific basis.

Generally in Valley Center the most natural and least urban design possible for the site and circumstances is preferred. If hydrology and surrounding land uses permit, natural swales are preferred over concrete curb and gutter. In medians, as well, bio-swales or natural swales the preference is to have them designed as an amenity with a natural landscape of rocks and plantings. Because the County does not have standards for bio-swales or median swales, applicants need to follow the design review and approval process in the County Road Standards companion document, “Flexibility in County Road Design”.

To see photographs that illustrate how bio- and natural swales enhance the visual quality of the streetscape, see Figure 6 Medians.

### **3.3.2 Bicycle Facilities**

Bike lanes and routes are components of the travel way, outside of the purview of this document. A bike lane is a striped and stenciled separate lane for one-way bicycle traffic and is often referred to a Class II bikeway. A bike route provides for shared use alongside a road with motor vehicle and pedestrian traffic. It is often referred to as a Class III bikeway. Designations for bicycle facilities along roads in the Valley Center area, are provided in the San Diego County General Plan Circulation/Mobility Element and San Diego County Bicycle Master Plan.

Bicycle facilities include bike racks and lockers, as well as amenities for cyclists such as trash cans and water fountains. These types of bicycle facilities are allowed in Zones 1, 2 and 3 to implement the San Diego County Bicycle Master Plan for Valley Center and to promote and support multi-modal transportation throughout the community. Bicycle facilities should be designed into streetscapes, not added as an afterthought, and should be compatible with Valley Center’s rural design theme.

### **3.3.3 Bus Facilities**

Bus turn outs, bus preemptions and special transit lanes are components of the travel way, outside the purview of this document. Bus facilities covered by Community Right-of-Way Development Standards include: shelters, benches, boarding pads, trash cans and other amenities. These types of bus facilities are allowed in Zones 1, 2 and 3 to promote and support alternative transportation throughout Valley Center and to surrounding communities. Bus facilities shall have a rural design in keeping with Valley Center’s rural heritage. The existing bright blue metal bus shelters are not consistent with the community’s character and should be replaced with more rural architecture as development and redevelopment occurs. Applicants shall consult Valley Center’s Design Guidelines for acceptable architectural styles and treatments. Generally, styles that characterize California’s agricultural heritage are acceptable. Special facilities can be recommended for approval by the Valley Center Community Planning Group and the Valley Center Design Review Board to ensure the rural design standard of Valley Center is maintained. Approval from the North County Transit District and Director of Public Works is required prior to installation to ensure appropriate structural design. An entity and funding source will also need to be identified to ensure ongoing maintenance and any substantial additional installation costs.

### **3.3.4 Utilities Placement**

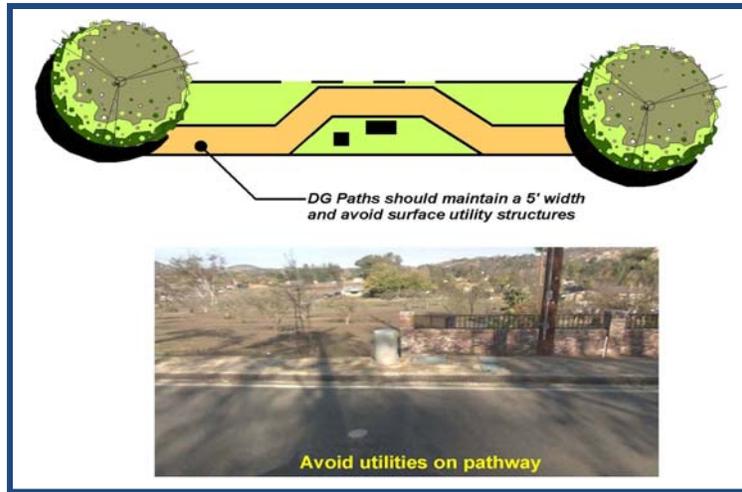
The placement of utility poles, boxes, and conduits must be coordinated in advance with appropriate providers and adjacent property owners, and designed into the overall streetscape to avoid pedestrian/equestrian pathways and sidewalks. Location on the opposite side of the street is encouraged in design and construction guidelines for Type D Pathways (Figure 8).

Inappropriate placement can not only degrade aesthetic quality, it can also block pedestrian and equestrian travel. Proper advance planning and design will accommodate utilities and still maintain a clear, safe pathway for pedestrians.

Existing and proposed power poles should all be considered in advance to ensure they are located outside the sidewalks and pathways. In addition, parkway areas often include a slope therefore the on-site conditions need to be considered when determining the location of utilities.

Advance consultation and planning with utility providers and adjacent property owners will determine the need and the opportunity for acquiring additional Right-of-Way or an easement to ensure adequate and safe pedestrian clearance around utilities (Figure9).

**Figure 9. Appropriate Placement of Utilities**



### **3.3.5 Fences/Walls**

Generally, solid walls and fences adjacent to ROW are discouraged. If they are required for safety, security, or noise abatement, they shall be landscaped in accordance with the community's Design Guidelines.

The community prefers setbacks to control decibel levels and generally opposes site designs that require sound walls. If projects are conditioned by the Departments of Public Works or Planning and Land Use for sound walls as a part of required mitigation, the wall will be subject to County standards, and placed so that sight distance is not obstructed. If a solid wall is required, the surface shall be or appear to be natural stone, packed dirt, or stucco. Concrete block, and architectural concrete block used in urban settings is prohibited.

Such fence material shall be natural or artificial stone, stucco, wood or similarly rural appearing material to reflect the surrounding landscape and architectural concept. Lodge pole fencing shall be used along Valley Center Road, to comply with the Valley Center section of the County Trails Master Plan design standards for Type D Pathways and shall not obstruct sight distances.

### **3.3.6 Street Signs and Other Signage**

Street signs and other safety signs must comply with the Manual on Uniform Traffic Control Devices (MUTCD). There may be circumstances when street signs must be located within the parkway to comply with the MUTCD standards. Any other signs are discouraged within the landscaped parkway in Zones 1, 2 and 3. Signs located outside of the parkway and within the Right-of-Way are subject to existing County requirements, review and approval process, and are not regulated by this document.

### **3.3.7 Traffic Calming Designs and Devices**

Depending on the circumstances, the Valley Center community generally looks favorably (particularly in Zone 2) on traffic calming devices such as raised intersections or crosswalks, chokers, neck-downs, and bump-outs. Because these modifications to the County Road Standards only apply to the travel way and not to the parkway, traffic calming designs are not covered by the Community Right-of-Way Development Standards. Traffic calming designs must comply with the criteria and process identified in the companion document to the County Road Standards, "Flexibility in County Road Design." All proposed traffic calming devices require analysis, review and approval by the Valley Center Community Planning Group, the Valley Center Design Review Board, and the County Department of Public Works.

## **4.0 VCCRDS Exceptions**

These standards are intended to help designers create parkway designs that complement and enhance the rural community, preserve important natural and historical resources, and ensure safe conditions for all road users. There are circumstances when these objectives may come into conflict.

Exceptions may be made to better protect the local natural and cultural resources that contribute to the heritage of Valley Center such as preserving mature trees, rock outcroppings, steep slopes, environmentally sensitive or protected habitat, key viewsheds of local importance, or other similar natural features that contribute to the identity of Valley Center and to provide safe conditions for all road users.

The Director of Public Works, with input from the Valley Center Community Planning Group and the Valley Center Design Review Board, shall have the authority for the review, interpretation and approval of all design exception requests for individual projects to ensure that the standards, intent, goals and objectives of the VCCRDS and Public Road Standards are met.

If any item needs to go to the Board of Supervisors for approval (i.e. parking restriction), the recommendation of the Valley Center Community Planning Group shall be obtained prior to any Board action.

## 5.0 References

1. The County of San Diego Public Road Standards and Flexibility in County Road Designs  
<http://www.sdcounty.ca.gov/dpw/land/rtelocs.html>
2. The Valley Center Community Plan (VCCP):  
<http://www.sdcounty.ca.gov/dplu/gpupdate/comm/valleyctr.html>
3. Valley Center Design Guidelines: Contact Design Review Board Chairperson for a copy at  
<http://www.sdcounty.ca.gov/dplu/CommunityGroups.html>
4. Community Trails Master Plan (Implementing Document):  
<http://www.vctrails.org/Projects.html>
5. Valley Center Community Master Trails and Pathway Plan (Map)  
<http://www.vctrails.org/Projects.html>
6. County of San Diego Regional and Park Trails  
<http://www.sdcounty.ca.gov/parks/hikes.html>
7. The San Diego County Bicycle Master Plan-Existing and Proposed Facilities—Valley Center:  
[http://www.sdcounty.ca.gov/dplu/docs/Bicycle\\_Transportation\\_Plan.pdf](http://www.sdcounty.ca.gov/dplu/docs/Bicycle_Transportation_Plan.pdf)
8. The County of San Diego General Plan update:  
<http://www.sdcounty.ca.gov/dplu/gpupdate/draftgp.html>
9. San Diego County’s Water Conservation Ordinance:  
[http://www.sdcounty.ca.gov/dplu/Landscape-Ordinance\\_Design\\_Review\\_Manual.html](http://www.sdcounty.ca.gov/dplu/Landscape-Ordinance_Design_Review_Manual.html)

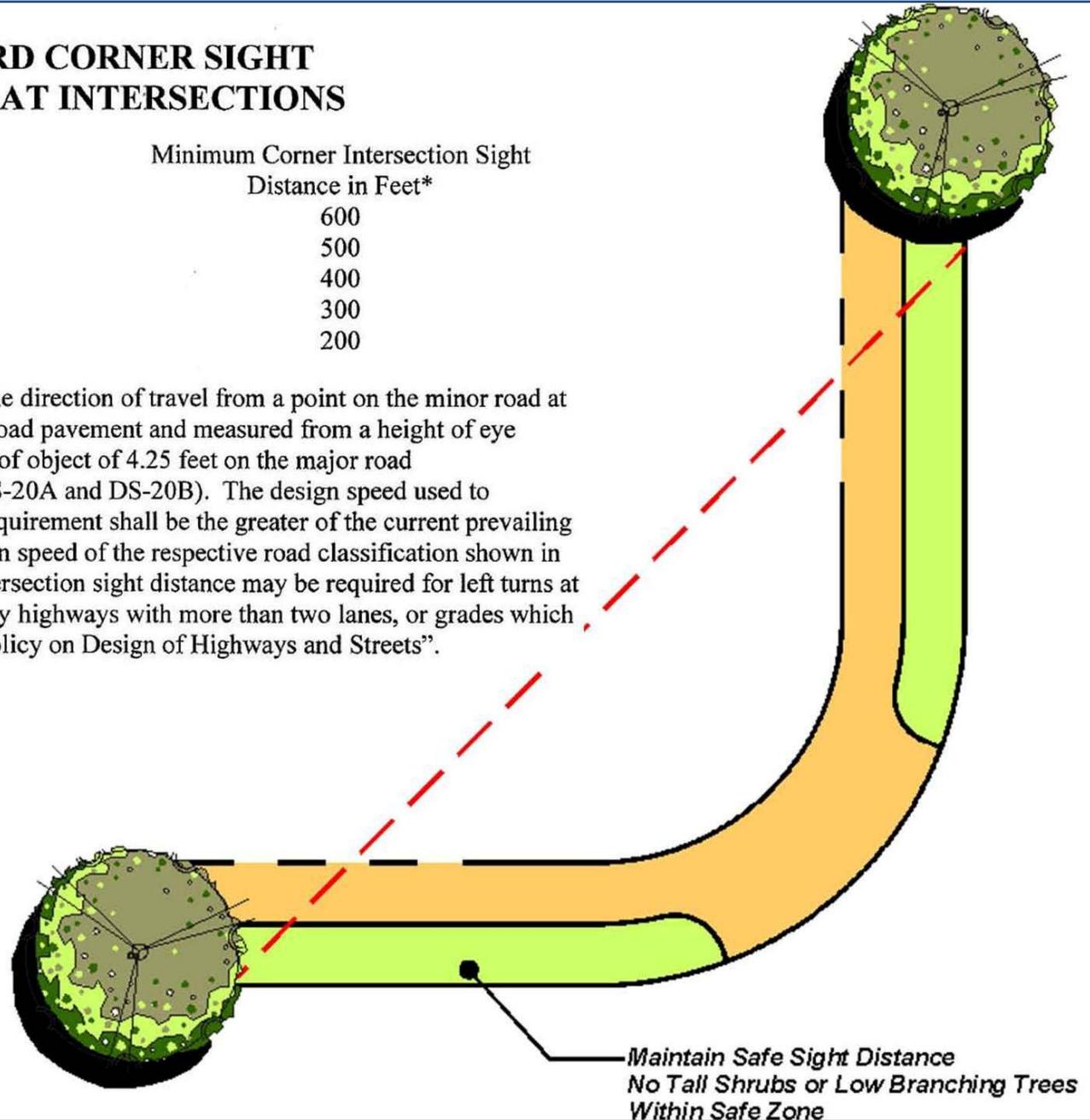
# **Appendix A Sight Distance**

## SIGHT DISTANCES: AT INTERSECTIONS

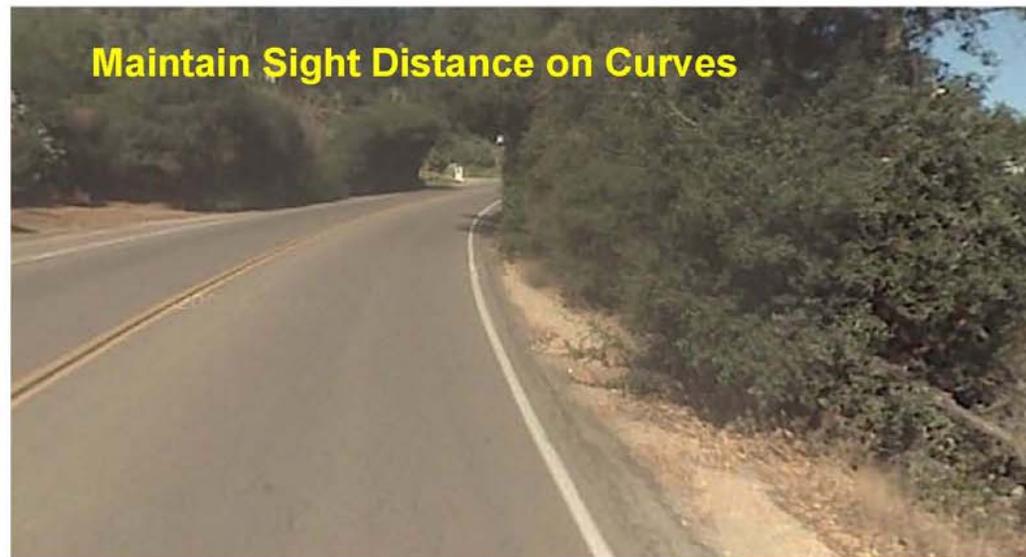
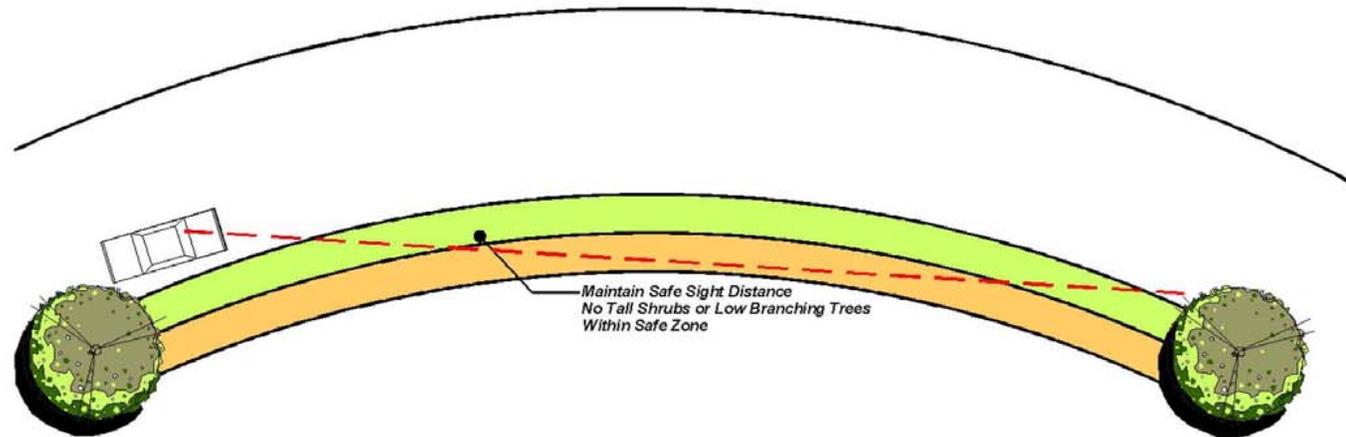
### STANDARD CORNER SIGHT DISTANCE AT INTERSECTIONS

Design Speed, MPH	Minimum Corner Intersection Sight Distance in Feet*
60	600
50	500
40	400
30	300
20	200

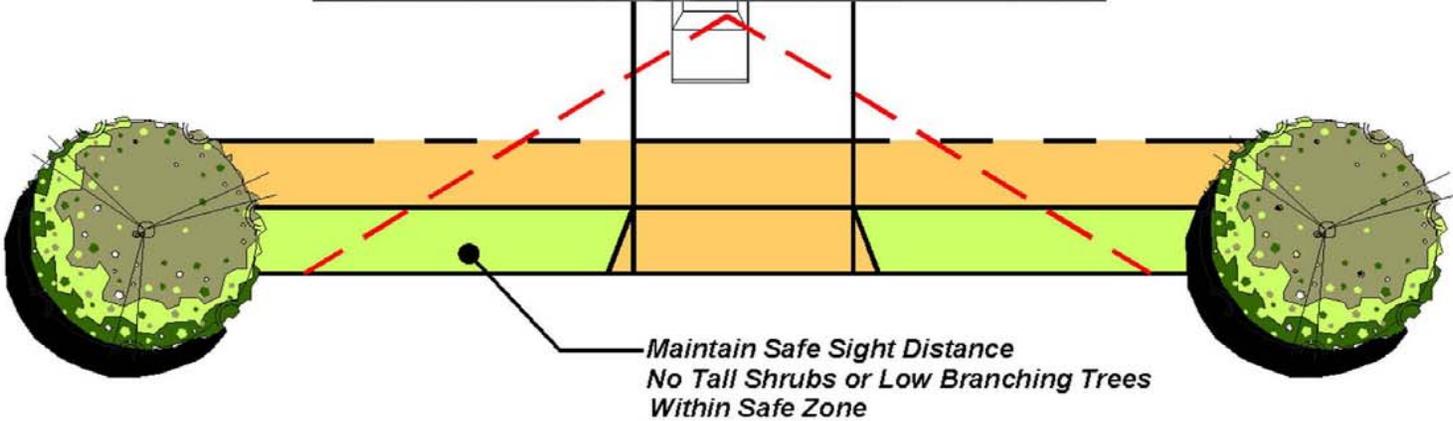
\*Corner sight distance measured along the direction of travel from a point on the minor road at least 10 feet from the edge of the major road pavement and measured from a height of eye of 3.5 feet on the minor road to a height of object of 4.25 feet on the major road (see County Road Standard Drawings DS-20A and DS-20B). The design speed used to determine the minimum sight distance requirement shall be the greater of the current prevailing speed (if known) and the minimum design speed of the respective road classification shown in Tables 2A and 2B. Additional corner intersection sight distance may be required for left turns at divided highways, left turns onto two-way highways with more than two lanes, or grades which exceed 3 percent, as per "AASHTO A Policy on Design of Highways and Streets".



## SIGHT DISTANCE: AT CURVES



**SIGHT DISTANCES: AT DRIVEWAYS**



# **Appendix B Financing Mechanisms**

## **1.0 Financing Mechanisms**

### **1.1 Non-Tax Generating Options**

The proposed parkway improvements contained in the VCCRDS would need to have an identified funding source to be constructed and maintained. As stated in Board Policy J-36, the community and/or private individuals must bear any additional cost of administration, installation and maintenance of roadway improvements resulting from implementation of the alternate community standards. The current Public Road Standards include a standard base list of options that are permitted and maintained by the County. In many situations the VCCRDS allows the consideration and implementation of additional enhancements and/or upgrades that can be implemented provided that funding sources are identified to cover the installation and ongoing maintenance costs. See Section 2. Purpose and Intent for a list of design elements that are not subject to the PRS.

The following is a list of potential funding sources that would not result in additional assessments but would utilize existing revenues.

- Utilize existing TransNet Funds (County Half Cent Sales Tax) for projects that are associated with road projects that include parkway improvements. This funding source would cover the parkway construction costs but not ongoing maintenance
- Apply for local, state and federal grants to cover the cost of design, construction or on-going maintenance of the proposed improvement of the VCCRDS such as transportation enhancement, landscaping and/or streetscape improvement grants or public facilities/improvements including parkway improvements. Examples of successful grants would be the \$225,000 grant awarded in 2007 from the California's Environmental Enhancement Mitigation program, and the \$350,000 grant from the state of California in 2009 that helped fund the Heritage Trail project.
- Apply for any local, state or federal redevelopment or community improvement programs, such as the County District Five Community Project funds or Community Development Block Grants (CDBG). The CDBG may include façade improvement grant programs or loan programs that may cover landscape or streetscape improvements.
- Expand the existing County of San Diego's CDBG program to allow streetscape improvements in areas outside of low or moderate income areas to be eligible.
- DPW or the Valley Center Community Planning Group to conduct long term monitoring and research of future funding programs that the VCCRDS improvements may be eligible for as legislation and funding sources evolve and/or change at the local, state and federal level (i.e. Federal stimulus funding).
- Allow adjacent property owners to maintain improvements within or adjacent to the ROW with the issuance of an encroachment permit and compliance with all County requirements.
- Create an "Adopt a Parkway" program to help cover the costs of construction improvements and long term maintenance.
- All parkway improvement would need to comply with the San Diego County's Water Conservation Ordinance.
- Explore private endowments and community fund raising programs to secure donations toward the cost of implementing and maintaining improvements. For example, community donors funded

approximately \$1.8 million for a portion of the Heritage trail and landscaped median improvements.

## **1.2 Methods Requiring Additional Taxes or Assessments**

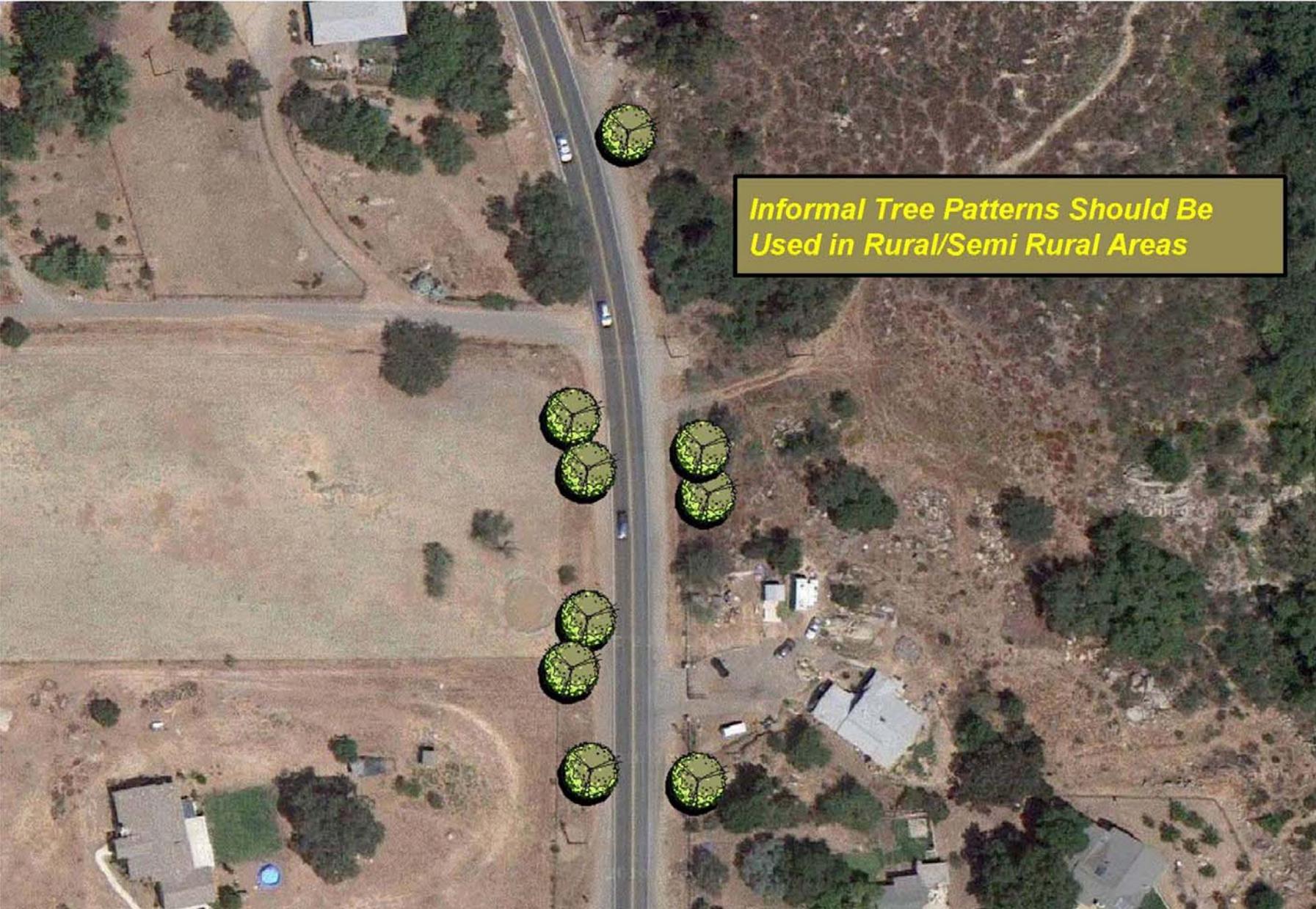
If existing revenue sources are not available or need to be supplemented, additional funding sources or revenue generating mechanisms would need to be explored. The following is a list of potential funding options that could be considered to generate additional revenue to construct and maintain the proposed parkway improvements.

- Develop a policy to condition all new projects or re-developed properties which require discretionary permits to pay for the design, installation and on-going maintenance of the improvements that front the property (i.e. Development Impact Fee exclusively for streetscape improvements).
- Create a Parkway Improvement Program (i.e. a lighting and landscaping district) for the establishment of a fee to be collected at the building permit stage for properties within Valley Center to pay for their “fair share” portion for the cost, installation and on-going maintenance of the parkway improvements (not travel lane maintenance).
- Create a Business Improvement District (BID) for streetscape revitalization programs and apply for matching funding.

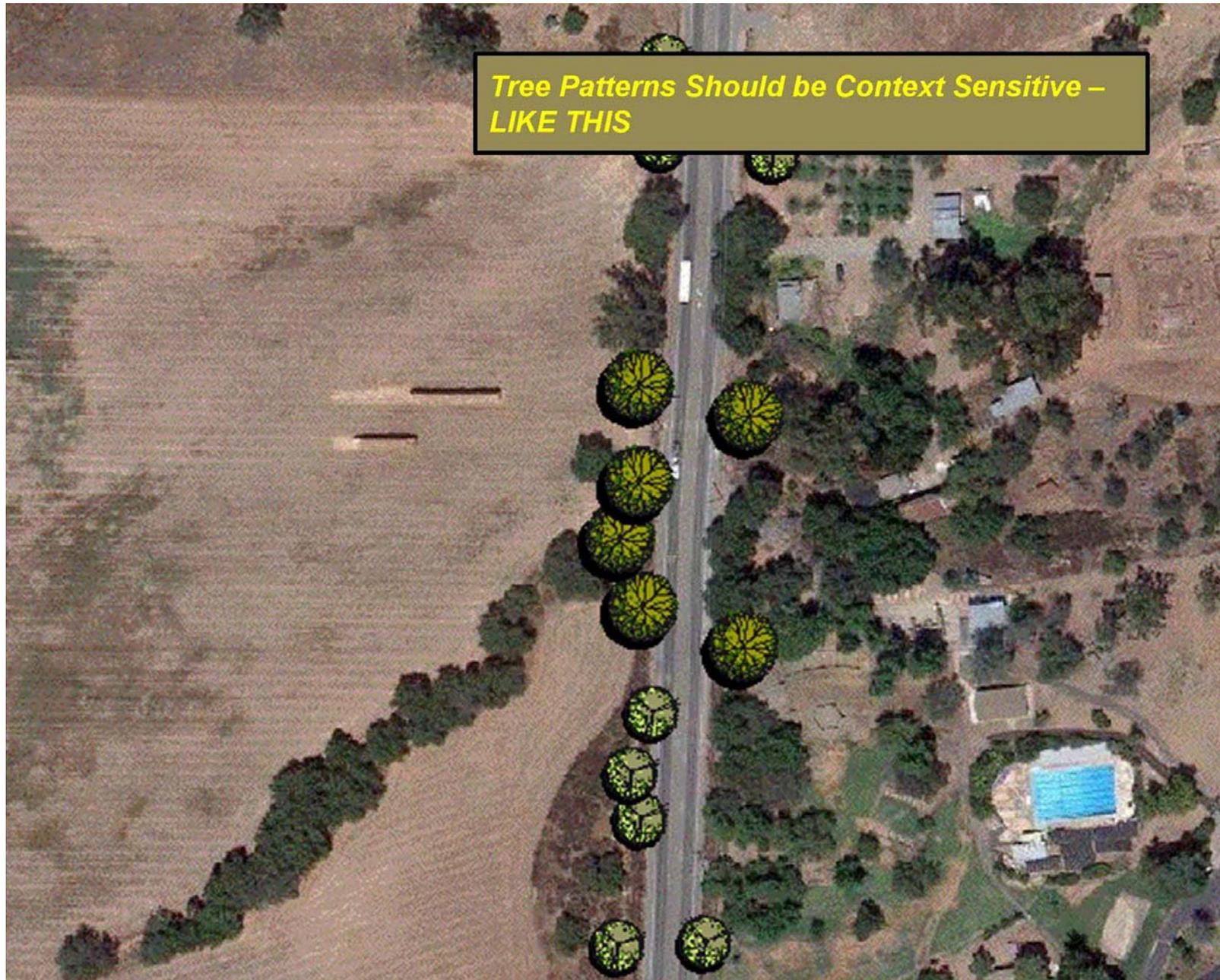
Petition the County to issue a bond exclusively to generate revenue for the cost of installation and on-going maintenance of the proposed improvements. If maintenance is not an eligible expense, then the bond could cover the cost of design and construction.

# **Appendix C Examples of Natural Features, Landscape Characteristics and Streetscape Concepts**

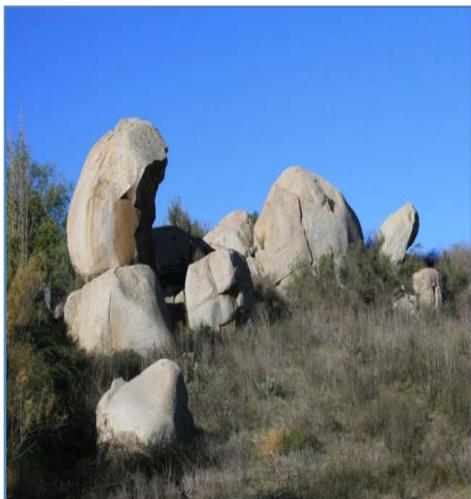
**INFORMAL TREE PLANTING**



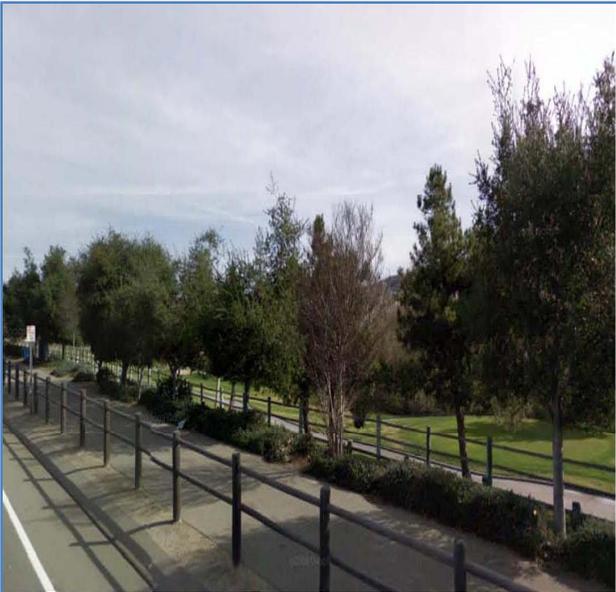
## CONTEXT SENSITIVE LANDSCAPE



All Zones: Preserve Natural Landforms, Mature  
Trees, Rock Formations



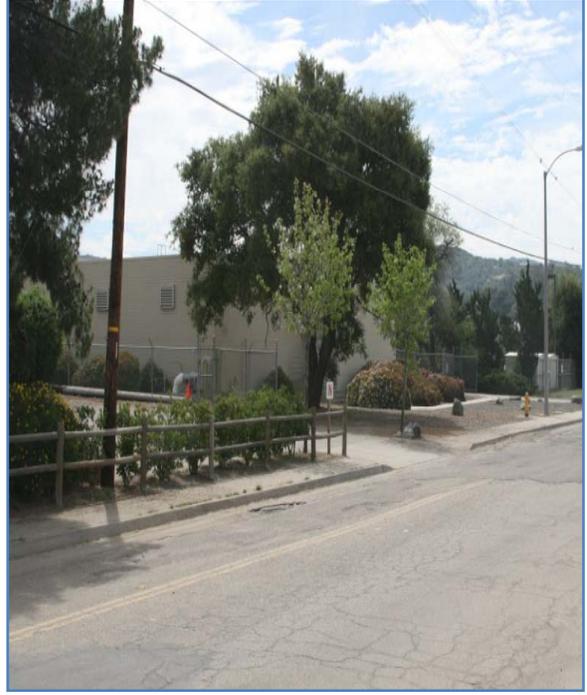
# All Zones: Pathway Concepts



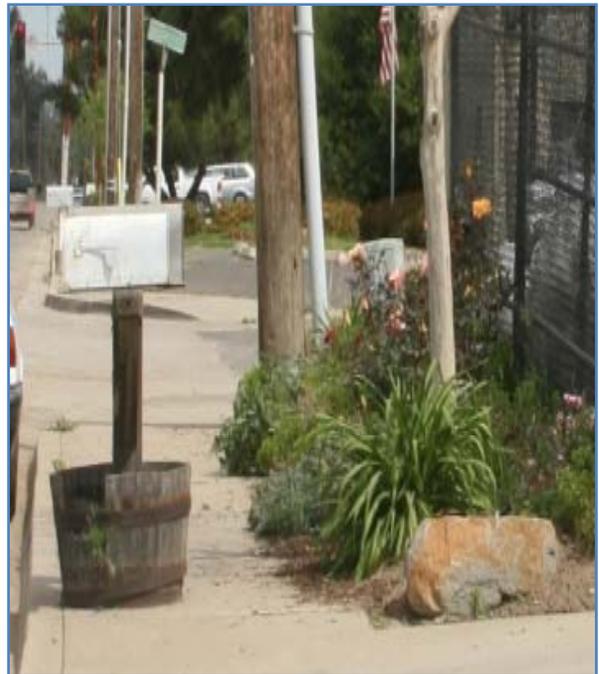
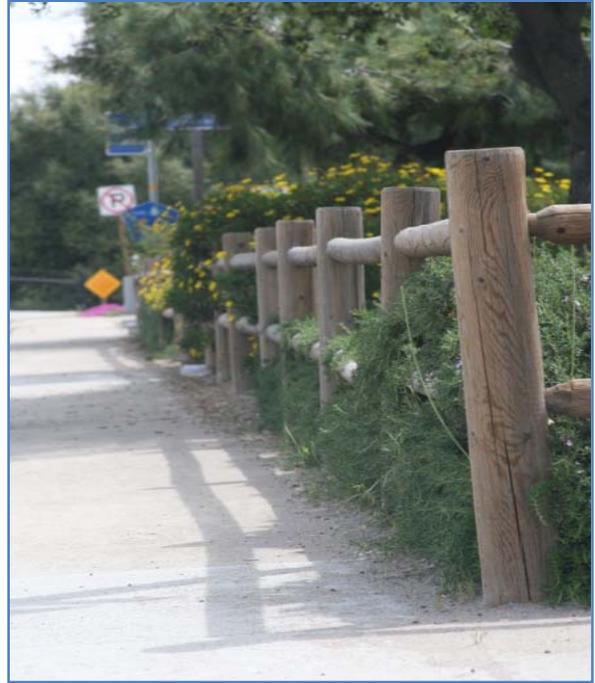
# All Zones: Pathway Concepts



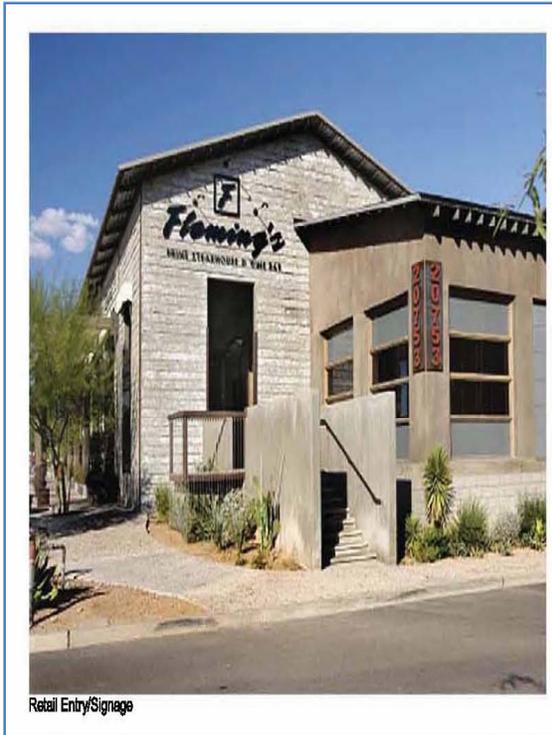
# Zone 1: Industrial Area Characteristics



# Zone 1: Industrial Streetscape Concepts



# Zone 2: Village Characteristics Retail & Commercial



Retail Entry with Porch Seating



Entry/Signage and Patio Seating



Front/Street Elevation



Retail Entry with Private Deck Above

Zone 2: Village Characteristics – Retail & Commercial



## Zone 2: Village Zone Characteristics – Residential

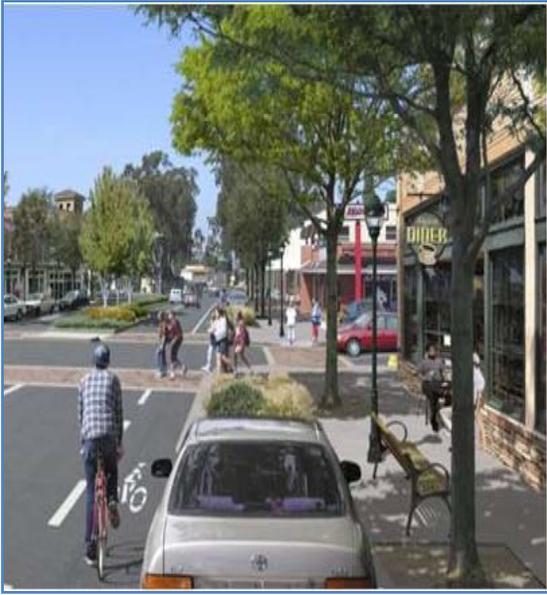
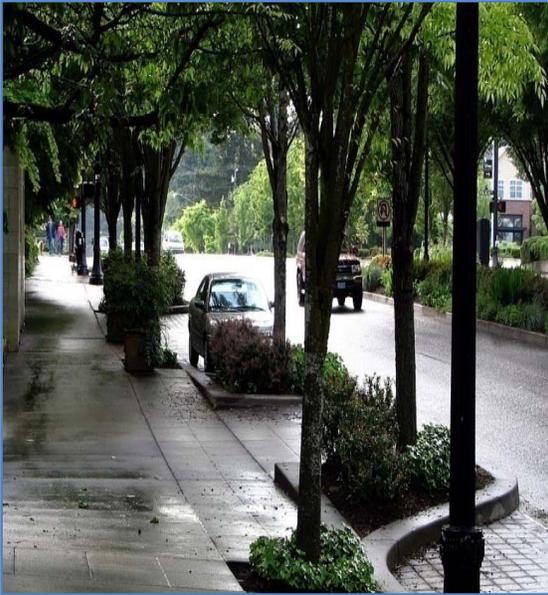


Elevation

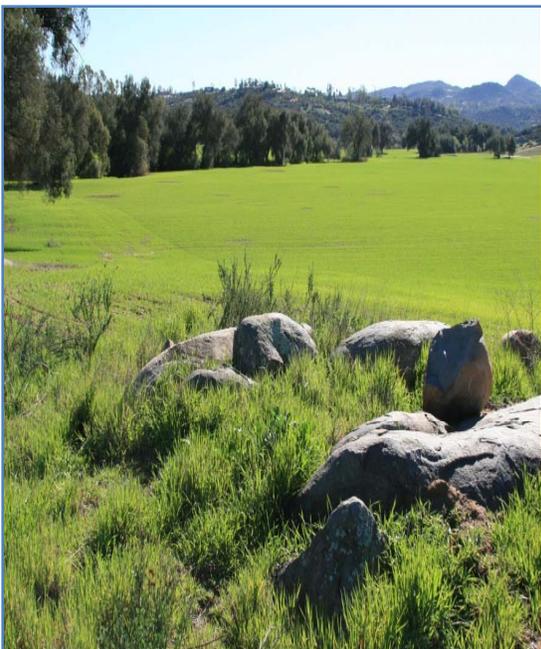


Street Scene

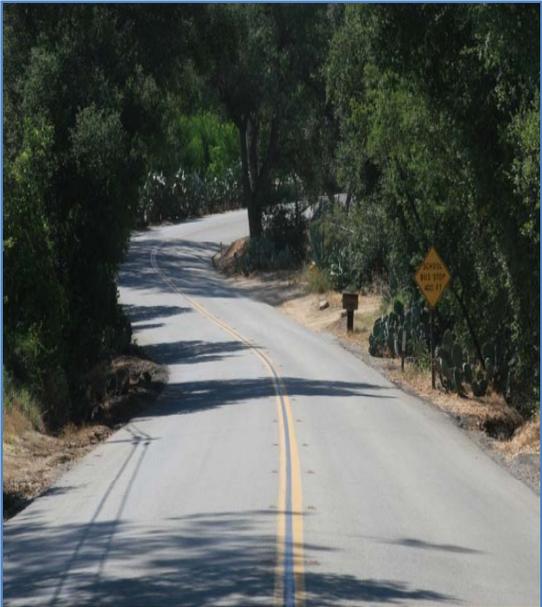
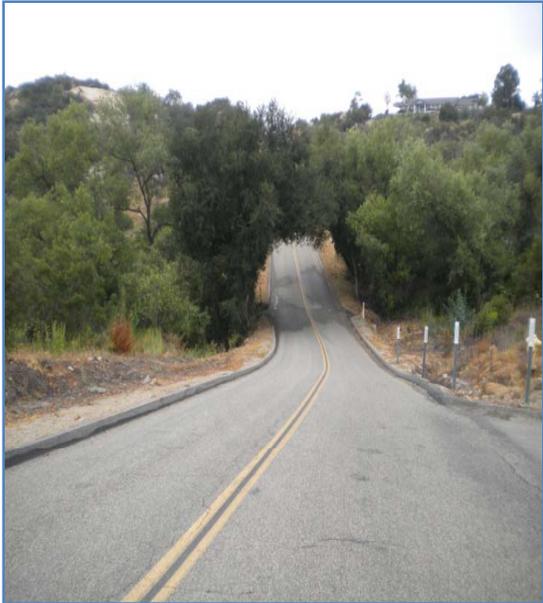
# Zone 2: Village Streetscape Concepts—Commercial & Residential



## Zone 3: Semi—Rural & Rural Characteristics



Zone 3: Semi—Rural & Rural Streetscape Concepts



# **Appendix D Public Road Standards Table 2A&2B**

**TABLE 2A: COUNTY OF SAN DIEGO - PUBLIC ROAD STANDARDS**

**CLASSIC CIRCULATION ELEMENT ROAD CLASSIFICATIONS**

ROAD CLASSIFICATION	# LANES / LANE WIDTH	MEDIAN WIDTH	ROAD SURFACING WIDTH	R.O.W. WIDTH	PAVED SHOULDERS (# / WIDTH)	PARKWAY WIDTH	MIN. CURVE RADIUS	MAX. DESIRABLE GRADE	MIN. DESIGN SPEED (MPH)
Expressway (6.1)	6 / 12'	34'	126'	146'	2 / 10'	10'	1,700'	6%	65
Prime Arterial (6.2)	6 / 12'	14'	102'	122'	2 / 8'	10'	1,700'	6%	65
Major Road (4.1A)	4 / 12'	14'	78'	98'	2 / 8'	10'	1,200'	7%	55
Collector	4 / 12'	-	64'	84'	2 / 8'	10'	1,200'	7%	55
Town Collector	2 / 12'	12'	54'	74'	2 / 8'	10'	500'	9%	40
Light Collector	2 / 12'	-	40'	60'	2 / 8'	10'	700'	9%	45
Rural Collector	2 / 12'	-	40'	84'	2 / 8'	22'	500'	12%	40
Rural Light Collector	2 / 12'	-	40'	60'	2 / 8'	10'	500'	12%	40
Rural Mountain	2 / 12'	-	40'	100'	2 / 8'	30'	500'	12%	40
Recreational Parkway	2 / 12'	-	40'	100'	2 / 8'	30'	400'	12%	25

**MODERN CIRCULATION ELEMENT ROAD CLASSIFICATIONS**

<b>Major Road</b>									
* With Intermittent Turn Lanes (4.1B)	4 / 12'	-	64' - 78'	84' - 98'	2 / 8'	10'	1,200'	7%	55
<b>Boulevard</b>									
+++ With Raised Median (4.2A)	4 / 12'	14'	78'	106'	2 / 8'	14'	500'	9%	40
+++ With Intermittent Turn Lanes (4.2B)	4 / 12'	-	64' - 78'	92' - 106'	2 / 8'	14'	500'	9%	40
<b>Community Collector</b>									
** With Raised Median (2.1A)	2 / 12'	14'	54'	74'	2 / 8'	10'	700'	9%	45
** With Continuous Left Turn Lane (2.1B)	2 / 12'	14'	54'	74'	2 / 8'	10'	700'	9%	45
+++ With Intermittent Turn Lanes (2.1C)	2 / 12'	-	40' - 54'	60' - 74'	2 / 8'	10'	700'	9%	45
+++ With Passing Lane (2.1D)	2 / 12'	-	40'	84'	2 / 8'	10'	700'	9%	45
* No Median (2.1E)	2 / 12'	-	40'	60'	2 / 8'	10'	700'	9%	45
<b>Light Collector</b>									
** With Raised Median (2.2A)	2 / 12'	14'	54'	78'	2 / 8'	10'	500'	9%	40
** With Continuous Left Turn Lane (2.2B)	2 / 12'	14'	54'	78'	2 / 8'	10'	500'	9%	40
+++ With Intermittent Turn Lanes (2.2C)	2 / 12'	-	40' - 54'	64' - 78'	2 / 8'	10'	500'	9%	40
+++ With Passing Lane (2.2D)	2 / 12'	-	40'	88'	2 / 8'	10'	500'	9%	40
** No Median (2.2E)	2 / 12'	-	40'	64'	2 / 8'	10'	500'	9%	40
+++ With Reduced Shoulder (2.2F)	2 / 12'	-	40'	52'	2 / 2'	10'	500'	9%	40
<b>Minor Collector</b>									
+++ With Raised Median (2.3A)	2 / 12'	14'	54'	82'	2 / 8'	10'	350'	12%	35
+++ With Intermittent Turn Lanes (2.3B)	2 / 12'	-	40' - 54'	68' - 82'	2 / 8'	10'	350'	12%	35
+++ No Median (2.3C)	2 / 12'	-	40'	68'	2 / 8'	10'	350'	12%	35

NOTES: 1 Minimum longitudinal gradient shall be 1.0 percent for all road classifications shown above.

2 The maximum grade for a permanent cut-de-sac street turning area shall be 6 percent.

3 The maximum grade for a temporary cut-de-sac street turning area shall be that of the classification of the road being constructed.

4 For standards, see County Design Standard Drawing DS-2, DS-3, DS-4, and Section 4.5N of these Standards.

5 Additional pavement and ROW may be required for CE Collectors (4 feet) and Light Collectors (12 feet) in Industrial/Commercial Zones.

6 CE roads needing additional turn lanes will require an additional 12 to 14 feet of pavement and ROW for each lane.

7 The maximum superlevation allowed on CE roads is 6%. Superlevation is not normally required on Non-CE roads.

8 CE roads designated with Bike Lanes will require an additional 10 feet of pavement and ROW. This may be increased to 12' for Collector Roads and above based upon the provisions in Section 7.3 of these standards.

9 The minimum curve radii, shown in the table above, are based on the design speed with 6% superlevation.

10 Interim roads are to be a minimum of 28 feet A.C. within a 40 feet graded roadbed. They may be larger if traffic volumes require more travel lanes.

LEGEND: \* Similar to existing Collector Road

\*\* Similar to existing Town Collector

\*\*\* Similar to existing Rural Collector

+ Same as existing Light Collector

++ Similar to existing Rural Light Collector

+++ New Classification Standard

**TABLE 2B: COUNTY OF SAN DIEGO - PUBLIC ROAD STANDARDS**

**NON-CIRCULATION ELEMENT ROAD CLASSIFICATIONS**

ROAD CLASSIFICATION	# LANES / LANE WIDTH	MEDIAN WIDTH	R.O.W. WIDTH	ROAD SURFACING WIDTH	PAVED SHOULDERS (# / WIDTH)	PARKWAY WIDTH	MINIMUM CURVE RADIUS	MAXIMUM DESIRABLE GRADE	MINIMUM DESIGN SPEED (MPH)
Residential Collector	2 / 12'	-	60'	40'	2 / 8'	10'	300'	12%	30
Residential	2 / 12'	-	56'	36'	2 / 6'	10'	200'	15%	30
Residential Cul-de-sac	2 / 12'	-	52'	32'	2 / 4'	10'	200'	15%	30
Residential Loop	2 / 12'	-	52'	32'	2 / 4'	10'	200'	15%	30
Industrial/Commercial Collector	4 / 12'	-	88'	68'	2 / 10'	10'	300'	8%	30
Industrial/Commercial	2 / 16'	-	72'	52'	2 / 10'	10'	200'	8%	30
Industrial/Commercial Cul-de-sac	2 / 16'	-	72'	52'	2 / 10'	10'	200'	8%	30
Frontage	2 / 12'	-	52' min	32' min	1 / 8'	10'	See above	See above	-
Alley	2 / 10'	-	20-30'	20-30'	None	None	50'	12%	n/a
Hillside Residential	See NOTE 4	-	-	-	-	-	-	-	-
Rural Collector *	2 / 12'	-	48'	28'	2 / 2'	10'	300'	12%	30
Rural Residential	2 / 12'	-	48'	28'	2 / 2'	10'	200'	15%	30

- NOTES:
- 1 Minimum longitudinal gradient shall be 1.0 percent for all road classifications shown above.
  - 2 The maximum grade for a permanent cul-de-sac street turning area shall be 6 percent.
  - 3 The maximum grade for a temporary cul-de-sac street turning area shall be that of the classification of the road being constructed.
  - 4 For standards, see County Design Standard Drawing DS-2, DS-3, DS-4, and Section 4.5N of these Standards.
  - 5 The minimum curve radii, shown in the table above, are based on the design speed with 6% superelevation.
  - 6 Interim roads are to be a minimum of 28 feet A.C. within a 40 feet graded roadbed. They may be larger if traffic volumes require more travel lanes.

LEGEND: \* Serves lots > 2 acres in size w/ no demand for on-street parking

# Appendix E Plant Palette

# Plant Palette

## TREES

<i>Callistemon citrinus</i>	Lemon Bottlebrush
<i>Calodendrum capense</i>	Cape Chestnut
<i>Ceratonia siliqua</i>	Carob
<i>Olea europea</i>	Olive
<i>Platanus Acerifolia</i>	Plane Tree
<i>Quercus</i> species	Oak
<i>Ulmus pumila</i>	Siberian Elm

## SHRUBS

<i>Aloe arborescens</i>	Tree Aloe
<i>Calliandra</i> species	Fairy Duster
<i>Cassia artemisioides</i>	Feathery Senna
<i>Ceanothus</i> species	California Lilac
<i>Grevillia noelli</i>	Noel's grevillia
<i>Heteromeles arbutifolia</i>	Toyon
<i>Lantana</i> species	verbena
<i>Melaleuca</i> species	Tea Tree
<i>Rosa californica</i>	California Wild Rose
<i>Rhus integrifolia</i>	Lemonade Berry
<i>Cercis occidentalis</i>	Western Redbud
<i>Pittosporum</i> species	Pittosporum
<i>Pyracantha</i> species	Firethorne
<i>Ribes</i> species	Currants and Gooseberries

## GROUNDCOVER

<i>Ceanothus griseus horizontalis</i>	Carmel Creeper
<i>Lupinus</i> species	Lupine
<i>Rosmarinus officinalis 'Prostratus'</i>	Rosemary
<i>Baccharis pilularis</i>	Coyote Bush
<i>Gazania rigens leucolaena</i>	Gazania
<i>Sedum</i> species	Sedum