

CHAPTER 7—PUBLIC WORKS

A. Introduction

Existing public works, infrastructure and utilities in the City include overhead and underground power lines, telephone lines, underground sewer, cable lines, water lines, and the streets themselves. There are two major storm drains that discharge onto the beach, as well as, public access stairs and ramps leading to the beach. Some of the utilities within the oldest parts of the City were installed as early as the 1920s.

1. Coastal Act Provisions

Coastal Act 30254 requires that new or expanded public works facilities be designed and limited to accommodate development that can be permitted consistent with the policies of the Coastal Act. This section also provides that where public works facilities to serve new development are limited, priority shall be given to coastal dependent uses, essential services, public, commercial, recreation, and visitor serving land uses. Publicly financed recreational facilities, including all projects of the State Coastal Conservancy, are considered Public Works.

2. Land Use Plan Provisions

This chapter addresses public works facilities. To ensure consistency with the Coastal Act, the policies contained below in the LUP are intended to facilitate the provision and maintenance of public services, including roads, parking, water, electricity, and wastewater management to protect existing, future residents, and visitors to the City. Policies also provide for developing measures to improve transit service to and within the City, provide and improve public parking facilities, shuttles, and van pools.

Less than one percent of the residences within the City are not connected to the City's sanitary sewerage systems. Residences currently using septic tanks pre-date the formation of the City in 1986. Construction of the sewer system in their particular portion of the City requires connection to the system upon reconstruction of the residence under Section 68.312 of the San Diego County Code of Regulatory Ordinances. Under this County regulation, incorporated into this LUP and the SBMC, all newly constructed or reconstructed buildings that are located on property within two hundred feet of a portion of the public sanitary sewer system must connect to the system.

The City contains two existing golf courses. The management practices of these golf courses are subject to the City's rules and regulations governing stormwater discharges. These regulations, subject to the authority of the RWQCB, govern dry weather discharges and use of pesticides.

B. Coastal Act Policies

Section 30254:

New or expanded public works facilities shall be designed and limited to accommodate needs generated by development or uses permitted consistent with the provisions of this division; provided however, that it is the intent of the Legislature that State Highway Route

CHAPTER 7—PUBLIC WORKS

l in rural areas of the coastal zone remain a scenic two-lane road. Special districts shall not be formed or expanded except where assessment for, and provision of, the service would not induce new development inconsistent with this division. Where existing or planned public works facilities can accommodate only a limited amount of new development, services to coastal dependent land use, essential public services and basic industries vital to the economic health of the region, state, or nation, public recreation, commercial recreation, and visitor serving land uses shall not be precluded by other development.

Section 30254.5:

Notwithstanding any other provision of law, the commission may not impose any term or condition on the development of any sewage treatment plant that is applicable to any future development that the commission finds can be accommodated by that plant consistent with this division. Nothing in this section modifies the provisions and requirements of Sections 30254 and 30412.

C. Land Use Plan Policies

1. General

Policy 7.1: In applying the policies of this Chapter, Public Works shall be defined by PRC Section 30114, which states Public Works means the following:

- (a) All production, storage, transmission, and recovery facilities for water, sewerage, telephone, and other similar utilities owned or operated by any public agency or by any utility subject to the jurisdiction of the Public Utilities Commission, except for energy facilities.
- (b) All public transportation facilities, including streets, roads, highways, public parking lots and structures, ports, harbors, airports, railroads, and mass transit facilities and stations, bridges, trolley wires, and other related facilities.
- (c) All publicly financed recreational facilities, all projects of the State Coastal Conservancy, and any development by a special district.
- (d) All community college facilities.

Policy 7.2: Publicly financed recreational facilities and public access improvement projects shall be permitted consistent with the policies contained in the public access and recreation section of the LCP (Chapter 2) and the public access and recreation policies of the Coastal Act when located between the sea and the first public road. Any projects conducted or financed by the State Coastal Conservancy shall constitute public works facilities pursuant to the definition provided above in Policy 7.1.

2. Circulation and Traffic

Policy 7.3: Provide and maintain a local street network to move people and goods safely and efficiently.

CHAPTER 7—PUBLIC WORKS

Policy 7.4: Maintain a minimum Level of Service (LOS) C at all intersections during non-peak hours and LOS D (volume/capacity ratio of 0.90 or less) at all intersections during peak hours and LOS D for Interstate 5 as an element of the Regional Transportation Plan (RTP) to ensure that traffic delays are kept to a minimum.

Policy 7.5: Promote a public transportation system that is safe, convenient, efficient, and meets the identified needs of the Solana Beach community and visitors.

Policy 7.6: Promote safe alternatives to motorized transportation that meet the needs of all City residents and visitors.

Policy 7.7: Provide an adequate supply of private off-street and public parking to meet the needs of residents and visitors to the City.

Policy 7.8: Continue to encourage a multi-modal transportation system to provide low-cost opportunities for the public to access beaches and other visitor serving areas within the City.

Policy 7.9: Encourage transit operators to provide low-cost transit service to beaches and other visitor serving areas, and to provide transit service within walking distance of higher density residential areas within the City.

Policy 7.10: Continue to encourage access to the Transit Station by buses and other alternatives to single occupancy vehicles.

Policy 7.11: Require new development and redevelopment to have a pedestrian orientation and provide access to public transportation where feasible.

Policy 7.12: Promote land use policies, which encourage reduced automobile use to attain and maintain healthy air quality.

Policy 7.13: Encourage employers to provide incentives for transit use, such as employee transit passes. Major commercial, retail, and residential developments shall be required to include facilities to support public transit and bicycling, to provide incentives for transit ridership and ride sharing, for example bus shelters, bus bulbs or pullouts, secure bicycle storage, parking cash-out programs, parking fees, or subsidies for transit ridership.

Policy 7.14: Remote parking facilities for employees of visitor serving commercial businesses should be allowed and encouraged.

Policy 7.15: Design new street, sidewalk, bicycle path, and recreational trail networks, including the Coastal Rail Trail and the California Coastal Trail, to encourage walking, bicycling, and transit ridership throughout the City.

Policy 7.16: Encourage a variety of housing types throughout the City to minimize commuting needs of all socioeconomic sectors.

CHAPTER 7—PUBLIC WORKS

Policy 7.17: Improvements to existing public roads shall be encouraged as necessary for public safety and to improve access to recreation areas where such improvements are consistent with all policies of the LCP.

Policy 7.18: Improvements to major road intersections for public safety or increased vehicle capacity shall be permitted, as necessary, in existing developed areas and where such improvements are sited and designed to be consistent with all policies of the LCP.

Policy 7.19: In scenic areas, roadway improvements shall be designed and constructed to protect public views and avoid or minimize visual impacts and to blend in with the natural setting to the maximum extent feasible.

Policy 7.20: Measures to improve public access to beaches and recreation areas through the use of transit and alternative means of transportation should be explored in coordination with regional and state agencies including San Diego County, NCTD, SANDAG and Caltrans, and any other appropriate transit providers. Measures may include, but are not limited to:

- Increased transit service;
- Improved transfer opportunities between regional transit routes and routes serving the Coastal Zone;
- Provision of parking facilities for bicycles, motorcycles and transit vehicles at recreation areas;
- Development of park-and-ride or other staging facilities within the City; and
- Implementation of beach and other recreation shuttles.

Policy 7.21: Road improvements to provide legal access to or facilitate development of a legal parcel may be permitted provided such improvements are consistent with all policies of the LCP. Existing legal roads shall be utilized for access where feasible.

Policy 7.22: New road construction and road maintenance shall minimize landform alteration and impacts to visual resources and ESHA. Roadway improvements shall be the least environmentally damaging feasible alternative available. Rural (limited secondary) roads shall be the minimum width necessary to accommodate traffic, including public safety vehicles, consistent with Solana Beach Fire Department standards. Road construction, maintenance and improvements shall conform to BMPs designed to achieve the standards set forth above.

Policy 7.23: Projects to calm and improve traffic flow and safety on Pacific Coast Highway/Highway 101 such as establishing bike lanes, coordinating, retiming or eliminating traffic signals, providing traffic circles or roundabouts, roadway or lane narrowing measures, providing off-street parking, diagonal parking and installing pedestrian crossings (where feasible) shall be supported and permitted to the extent they are consistent with all other policies of the LCP.

CHAPTER 7—PUBLIC WORKS

Policy 7.24: Restrictions on, or elimination of, existing on-street public parking on Pacific Coast Highway/Highway 101 shall not be permitted unless a comparable number of replacement parking spaces are provided in the immediate vicinity and it is demonstrated that such restrictions or elimination will not adversely impact public coastal access.

Policy 7.25: The City shall continue to pursue the following circulation and roadway improvements in the City:

- Work with Caltrans to coordinate traffic signals on Lomas Santa Fe Drive;
- Improving the current circulation pattern around the post office in an effort to reduce local congestion on Sierra Avenue;
- Development of methods to accommodate summer beach traffic;
- Explore the potential for a bicycle trail on San Andres Drive and Highland Drive;
- Maintain the scenic highway designation for Highway 101;
- Explore the opportunity for replacing traffic signals with roundabouts at various intersections in the City; and,
- Develop methods to address traffic generated by local schools.

Policy 7.26: Facilitate circulation in and through the City, the City should undertake the following implementation strategies:

- Work with appropriate City, county, and state agencies to maximize the capacity of Via De La Valle, including improvements in the Via De La Valle/I-5 interchange area.
- Develop a synchronization system for all existing and future traffic signals along Lomas Santa Fe Drive to function in a coordinated manner, particularly during peak hours. This system shall be coordinated with Caltrans facilities and City staff shall periodically review synchronization effectiveness and make necessary system adjustments.
- Adopt roadway design standards to conform to the functional classification descriptions included in the General Plan Circulation Element and require that all new facilities be implemented in conformance with those standards. Most existing streets in the City were developed in conformance with County of San Diego Standards, which would serve as a good starting point for the development of Solana Beach Standards.
- Program into the City's Capital Improvement Program (CIP) appropriate proposals contained in the Circulation Element, including the upgrading of existing roadways to appropriate standards.
- Develop a program to monitor traffic volumes and levels of service on Solana Beach roadways and at intersections to facilitate the maintenance of the minimum levels of service specified in the General Plan Circulation Element.

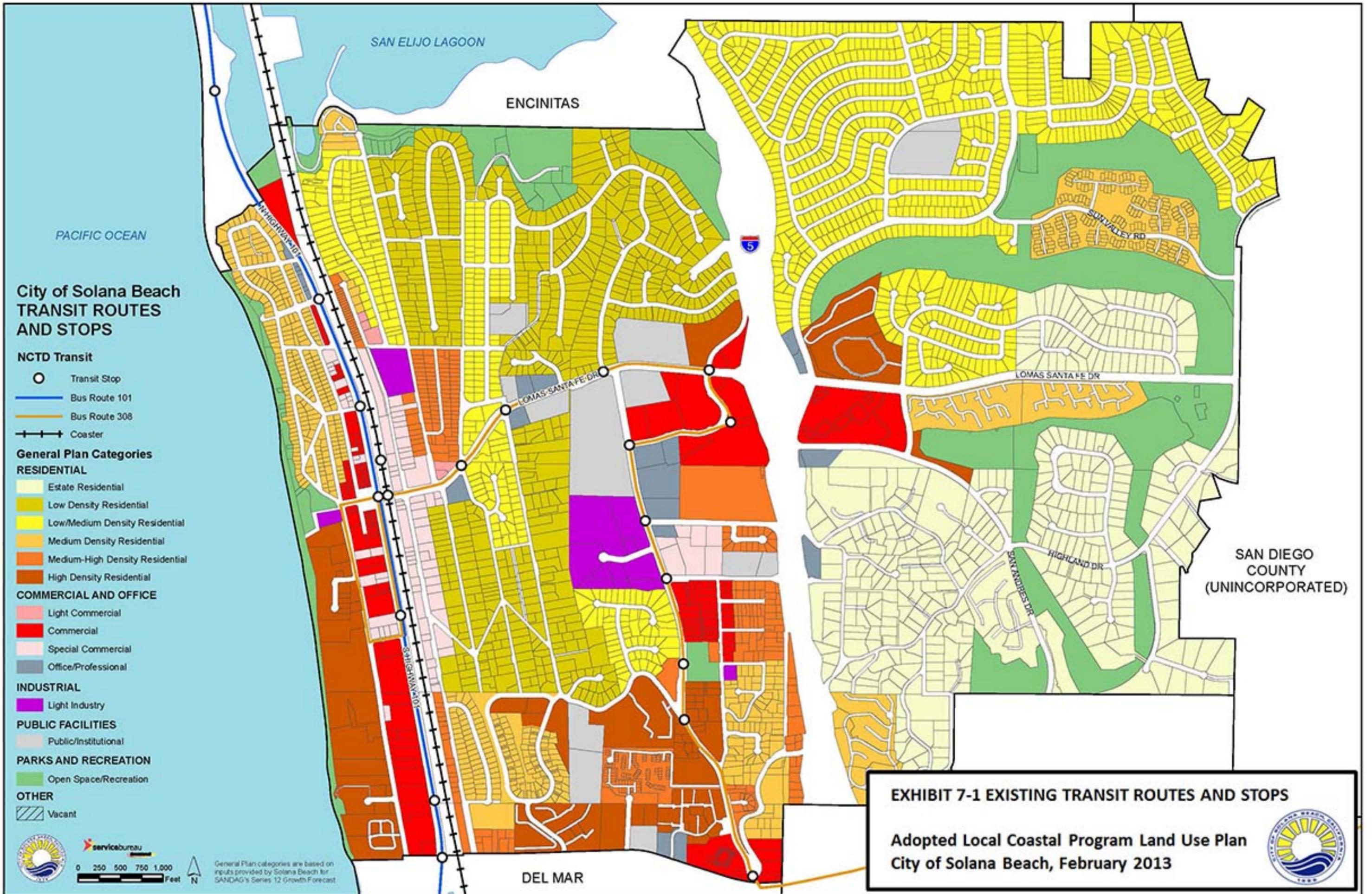
CHAPTER 7—PUBLIC WORKS

- Establish the threshold of significance for determining when the traffic generated by a proposed development will have a potential significant adverse environmental impact.
- The City should require traffic studies in conjunction with its development review process for development proposals for all projects generating more than 100 average daily trips (ADT).
- Develop a signage program which directs visitors to the Del Mar Fairgrounds to use preferred routes so as to minimize their use of residential street areas and avoid conflicts with local residential road users.

3. Green Infrastructure / Water Systems / Wastewater Management

Policy 7.27: Promote the development of green infrastructure in the City when new facilities are needed or older existing facilities are in need of maintenance, repair or replacement.

Policy 7.28: Additional water storage facilities and/or new pipelines may be allowed in the City to replace deteriorated or undersized facilities and/or to ensure an adequate source of domestic and fire protection water supply during outages or pipeline interruptions provided such facilities are designed and limited to accommodate existing or planned development and can be found to be consistent with all applicable policies of the LCP.



**City of Solana Beach
TRANSIT ROUTES
AND STOPS**

NCTD Transit

- Transit Stop
- Bus Route 101
- Bus Route 308
- Coaster

General Plan Categories

- RESIDENTIAL**
- Estate Residential
 - Low Density Residential
 - Low/Medium Density Residential
 - Medium Density Residential
 - Medium-High Density Residential
 - High Density Residential
- COMMERCIAL AND OFFICE**
- Light Commercial
 - Commercial
 - Special Commercial
 - Office/Professional
- INDUSTRIAL**
- Light Industry
- PUBLIC FACILITIES**
- Public/Institutional
- PARKS AND RECREATION**
- Open Space/Recreation
- OTHER**
- Vacant



General Plan categories are based on inputs provided by Solana Beach for SANDAG's Series 12 Growth Forecast.

EXHIBIT 7-1 EXISTING TRANSIT ROUTES AND STOPS
Adopted Local Coastal Program Land Use Plan
City of Solana Beach, February 2013

