

## Appendix B: Fanita Ranch Street Design

The Fanita Ranch Development Plan creates a network of streets of varying design capacities tailored to meet the unique concepts of the three Villages. The Development Plan street designs address safety, aesthetics and functionality as well as site constraints. The Development Plan street standards are based on the City of Santee Mobility Element (October 2017) and City of Santee Public Works Standards (February 1998). Modifications to the street right-of-way (ROW) widths, curb-to-curb dimensions, sidewalk and median configurations to meet the specific needs of Fanita Ranch are described below. All roadways have been designed to ensure adequate emergency and fire department access.

The Average Daily Trips (ADT) of each proposed Fanita Ranch Development Plan Street is consistent with the ADT range of the corresponding City of Santee Standard Street. The proposed design speed and geometric design for each Development Plan street standard meets the City of Santee requirements, with the exception of maximum grade. The justification for increasing maximum grade and other proposed design modifications meets the following conditions:

- A. There are extraordinary or unusual circumstances or conditions applicable to the situation necessitating the need for different street standards for Fanita Ranch, including areas of steep existing topography, minimization of grading quantities, minimization of grading footprint, and minimization of impacts on sensitive resources.
- B. The proposed Development Plan street standards will not cause substantial drainage, safety, maintenance or other problems.
- C. The proposed Development Plan street standards will not conflict with existing or future traffic and parking demands or pedestrian or bicycle use.
- D. The proposed Development Plan street standards will not be detrimental to the public welfare or injurious to the property or improvements within and directly adjacent to the Fanita Ranch site.

*Table B.1: Fanita Ranch Development Plan Streets*, compares design criteria for each Fanita Ranch Development Plan Street to the corresponding City of Santee Standard Street.

**Table B.1: Fanita Ranch Development Plan Streets**

ID	Fanita Ranch Development Plan Street	City of Santee Street Standard	Modifications
1	Fanita Parkway – 4-Lane Parkway/Major Arterial	4-Lane Parkway / Major Arterial City Standard Option 2	<ul style="list-style-type: none"> <li>• The overall ROW is narrowed from 102' to 97' (89' where median width is reduced).</li> <li>• Improvements within the ROW include a 14' median and a reduced median to curb dimension (from 34' to 31').</li> <li>• The outside travel lanes are reduced from 13' to 12'.</li> <li>• The bike lane buffer is reduced from 4' to 2'.</li> <li>• The sidewalk is eliminated from the east side.</li> <li>• A 10' multi-purpose trail is provided on the west side separated from the travel lane by a 6' wide landscaped parkway to enhance the pedestrian experience and provide an increase sense of pedestrian safety and comfort.</li> <li>• Parkways and median may be super elevated to take up grade from east to west within the limited available right-of-way.</li> <li>• Parkways and medians may have up to a 4:1 slope where shown on plans.</li> <li>• The median width may be reduced from 14' to 6' in the vicinity of wetland and/or biological impacts.</li> <li>• Traffic calming measures include a raised median, narrowed travel lanes and designated on-street bicycle lanes with buffers.</li> </ul>

ID	Fanita Ranch Development Plan Street	City of Santee Street Standard	Modifications
1A	Fanita Parkway – 3-Lane Parkway	4-Lane Parkway / Major Arterial City Standard Option 2	<ul style="list-style-type: none"> <li>• The overall ROW is narrowed from 102’ to 97’ (89’ where median width is reduced).</li> <li>• Improvements within the ROW include a 14’ median and a reduced median to curb dimension on the west side (from 34’ to 31’) and on the east side (from 34’ to 20’).</li> <li>• The outside travel lane on the west side is reduced from 13’ to 12’ and the bike lane buffer is reduced from 4’ to 2’.</li> <li>• The outside travel lane on the east side is eliminated and the bike lane buffer is reduced from 4’ to 3’.</li> <li>• The sidewalk is eliminated from the east side and a 10’ multi-purpose trail is provided on the west side, separated from the travel lane by a 6’ wide landscaped parkway to enhance the pedestrian experience and provide an increase sense of pedestrian safety and comfort.</li> <li>• Parkways and median may be super elevated to take up grade from east to west within the limited available right-of-way.</li> <li>• Parkways and medians may have up to a 4:1 slope where shown on plans.</li> <li>• The median width may be reduced from 14’ to 6’ in the vicinity of wetland and/or biological impacts.</li> <li>• Traffic calming measures include a raised median, narrowed travel lanes and designated on-street bicycle lanes with buffers.</li> </ul>
2	Cuyamaca Street, Off-Site – 4-Lane Major Arterial	4-Lane Major Arterial City Standard Option 2	No Change

ID	Fanita Ranch Development Plan Street	City of Santee Street Standard	Modifications
3	Cuyamaca Street, On and Off-Site – 2-Lane Parkway Type 1	2-Lane Parkway with TWLTL	<ul style="list-style-type: none"> <li>• The overall ROW is narrowed from 84’ to 70’ (74’ where turn pocket occurs).</li> <li>• Improvements within the ROW include a raised median at 10’ to 14’ instead of a 12’ painted median and a reduced median to curb dimension (from 26’ to 20’-22’).</li> <li>• The travel lanes are reduced from 13’ to 12’ and the bike lane buffer is increased from 0’ to 3-5’.</li> <li>• Parking is eliminated on both sides; only emergency parking is permitted.</li> <li>• An 8’ multi-purpose trail is provided on the west side, separated from the travel lane by a 6’ wide landscaped parkway to enhance the pedestrian experience and provide an increase sense of pedestrian safety and comfort.</li> <li>• The sidewalk is eliminated on the east side.</li> <li>• A 4.5’ DG trail is provided on the east side, north of water tank 2 to Street “A”/”W” only.</li> <li>• The bike lane and buffer on the west side may be used as an emergency evacuation lane.</li> <li>• Overall pavement width is reduced from 64’ to 52-56’ to reduce heat island effect and to improve water quality.</li> <li>• The maximum grade increased from 10% to 12%.</li> <li>• Lighted sag vertical curves.</li> <li>• Traffic calming measures include roundabouts, raised medians, designated on-street bike lanes and narrowed travel lanes.</li> </ul>

ID	Fanita Ranch Development Plan Street	City of Santee Street Standard	Modifications
4	Fanita Parkway – 2-Lane Parkway Type II	2-Lane Parkway with TWLTL	<ul style="list-style-type: none"> <li>• The overall ROW is narrowed from 84’ to 77’ (69’ where median width is reduced).</li> <li>• Improvements within the ROW include a raised 14’ median instead of a 12’ painted median and a reduced raised median to curb dimension (from 26’ to 20’-22’).</li> <li>• The travel lanes are reduced from 13’ to 12’</li> <li>• The bike lane buffer is increased from 0’ to 3’-5’.</li> <li>• Vehicular parking is eliminated on both sides; only emergency parking is permitted.</li> <li>• A 10’ multi-purpose trail is provided on the west side separated from the travel lane by a 6’ wide landscaped parkway to enhance the pedestrian experience and provide an increase sense of pedestrian safety and comfort.</li> <li>• The sidewalk is eliminated on the east side.</li> <li>• The bike lane and buffer on the west side may be used as an emergency evacuation lane.</li> <li>• Parkways and median may be super elevated to take up grade from east to west within the limited available right-of-way.</li> <li>• Parkways and medians may have up to a 4:1 slope where shown on plans.</li> <li>• The median width may be reduced from 14’ to 6’ in the vicinity of wetland and/or biological impacts.</li> <li>• Maximum grade increased from 10% to 12%.</li> <li>• Lighted sag vertical curves.</li> <li>• Traffic calming measures include a community gateway, roundabouts, raised medians, narrowed travel lanes and designated on-street bicycle lanes with buffers.</li> </ul>

ID	Fanita Ranch Development Plan Street	City of Santee Street Standard	Modifications
5	Fanita Parkway – 2-Lane Parkway Type III	2-Lane Parkway with TWLTL	<ul style="list-style-type: none"> <li>• The overall ROW is narrowed from 84’ to 83’.</li> <li>• Improvements within the ROW include a raised 10’ median instead of a 12’ painted median and a reduced raised median to curb dimension (from 26’ to 22’-25’).</li> <li>• The travel lanes are reduced from 13’ to 12’ and the bike lane buffer is increased on the west side from 0’ to 5’.</li> <li>• Vehicular parking is eliminated on west side; only emergency parking is permitted.</li> <li>• A 10’ multi-purpose trail is on the west side separated from the travel lane by a 6’ wide landscaped parkway to enhance the pedestrian experience and provide an increase sense of pedestrian safety and comfort.</li> <li>• The bike lane and buffer on the west side may be used as an emergency evacuation lane.</li> <li>• Parkways and median may be super elevated to take up grade from east to west within the limited available right-of-way.</li> <li>• Parkways and medians may have up to a 4:1 slope where shown on plans.</li> <li>• Lighted sag vertical curves.</li> <li>• Traffic calming measures include roundabouts, raised medians, raised crosswalks and on-street bicycle lanes with buffers.</li> </ul>

ID	Fanita Ranch Development Plan Street	City of Santee Street Standard	Modifications
6	Residential Collector Type 1	Residential Collector / 2-Lane Parkway	<ul style="list-style-type: none"> <li>• The overall ROW narrowed from 60' to 59' (69' where left-turn pocket occurs).</li> <li>• Improvements within the ROW include a 10' painted median at intersections only and curb-to-curb dimension increased from 40' to 43'.</li> <li>• Bike lanes are added to both sides.</li> <li>• Parking is eliminated on the south side.</li> <li>• A 6' meandering trail is added to the north side to enhance the pedestrian experience along the linear park.</li> <li>• Maximum grade increased from 10% to 13%.</li> <li>• Lighted sag vertical curves.</li> <li>• Roundabouts and raised intersections are utilized for traffic calming.</li> </ul>
7	Residential Collector Type II	Residential Collector / 2-Lane Parkway	<ul style="list-style-type: none"> <li>• The overall ROW is widened from 60' to 62'.</li> <li>• Improvements within the ROW include a 6' raised median and an increased curb-to-curb dimension (from 40' to 48').</li> <li>• Bike lanes are added to both sides with a 3-5' buffer.</li> <li>• Parking is eliminated on both sides; only emergency parking is permitted.</li> <li>• The sidewalk is eliminated on the north side.</li> <li>• A 6' meandering trail is added to the north side that typically is located outside of the ROW.</li> <li>• The parkway on the south side is increased from 5' to 6.5'.</li> <li>• The bike lane and buffer on the north side may be used as an emergency evacuation lane.</li> <li>• The maximum grade is increased from 10% to 15%.</li> <li>• Lighted sag vertical curves.</li> <li>• Traffic calming measures include a chicane to control downhill speeds, on-street parking, raised medians and designated on-street bicycle lanes with buffers.</li> </ul>



ID	Fanita Ranch Development Plan Street	City of Santee Street Standard	Modifications
8	Residential Collector Type III	Residential Collector / 2-Lane Parkway	<ul style="list-style-type: none"> <li>• The overall ROW is widened from 60' to 78', 79' and 83' (79' where 6' trail occurs, and 83' where 10' trail occurs instead of 5' sidewalk).</li> <li>• Improvements within the ROW include a 14' raised median and increased curb-to-curb dimension (from 40' to 56').</li> <li>• Bike lanes are added to both sides with 3-5' buffer.</li> <li>• Parking is eliminated on both sides; only emergency parking is permitted.</li> <li>• Parkways are widened from 5' to 6'.</li> <li>• The bike lane and buffer on the north or west side may be used as an emergency evacuation lane.</li> <li>• The maximum grade increased from 10% to 12%.</li> <li>• Lighted sag vertical curves.</li> <li>• Traffic calming measures include roundabouts, intersection pop-outs, raised crosswalks and designated on-street bicycle lanes with buffers.</li> </ul>
9	Magnolia Avenue, Off-Site – Collector Type IV	Collector / 2-Lane Parkway	<ul style="list-style-type: none"> <li>• The overall ROW is widened from 60' to 67'.</li> <li>• Improvements within the ROW include an increase of the curb-to-curb dimension from 40' to 52'.</li> <li>• Bike lane buffers are added to both sides.</li> <li>• Vehicular parking is eliminated on both sides; only emergency parking is permitted.</li> <li>• The maximum grade is increased from 10% to 12%.</li> <li>• Design speed is reduced from 40 mph to 35 mph.</li> <li>• Lighted sag vertical curves.</li> <li>• Traffic calming measures potentially include designated on-street bicycle lanes with buffers, raised pedestrian crossings, intersection neckdowns and flashing radar signs.</li> </ul>

ID	Fanita Ranch Development Plan Street	City of Santee Street Standard	Modifications
10	Cuyamaca Street – Residential Collector Type V	Residential Collector / 2-Lane Parkway	<ul style="list-style-type: none"> <li>• The overall ROW is widened from 60’ to 75’.</li> <li>• Improvements within the ROW include the addition of a 10’ raised median and curb-to-curb dimension increased from 40’ to 52’.</li> <li>• Bike lanes are added to both sides with 3’-5’ buffer.</li> <li>• Vehicular Parking is eliminated on both sides; only emergency parking is permitted.</li> <li>• An 8’ multi-purpose trail is provided on the west side separated from the travel lane by a 5’ wide landscaped parkway to enhance the pedestrian experience and provide an increase sense of pedestrian safety and comfort.</li> <li>• The maximum grade is increased from 10% to 15%.</li> <li>• Lighted sag vertical curves.</li> <li>• Traffic calming measures include a raised median and designated on-street bicycle lanes with buffers.</li> </ul>
11	Cuyamaca Street - Village Collector	Residential Collector / 2-Lane Parkway	<ul style="list-style-type: none"> <li>• The overall ROW is widened from 60’ to 88’.</li> <li>• Improvements within the ROW include the increased curb-to-curb dimension (from 40’ to 64’).</li> <li>• Diagonal parking provided on both sides.</li> <li>• A 14’ sidewalk/multi-purpose trail on the west side and a 10’ sidewalk on the east side are provided, with tree wells added.</li> <li>• Landscaped parkways are eliminated.</li> <li>• Lighted sag vertical curves.</li> <li>• Traffic calming measures include diagonal parking and on-street bicycle lanes with buffers.</li> </ul>

ID	Fanita Ranch Development Plan Street	City of Santee Street Standard	Modifications
12	Residential Collector Type VII	Residential Collector / 2-Lane Parkway	<ul style="list-style-type: none"> <li>• The overall ROW is widened from 60' to 62' (63' where 6' trail occurs instead of 5' sidewalk).</li> <li>• Design speed is reduced from 35 mph to 25 mph.</li> <li>• Landscaped parkways are widened from 5' to 6'.</li> <li>• A 6' trail replaces the standard 5' sidewalk where shown on the plan.</li> <li>• The maximum grade increased from 10% to 12%.</li> <li>• Lighted sag vertical curves.</li> </ul>
13	Village Street Type 1	Local Street	<ul style="list-style-type: none"> <li>• The overall ROW is widened from 56' to 80'.</li> <li>• Improvements within the ROW include the addition of a 20' raised median and an increased curb-to-curb dimension (from 36' to 60').</li> <li>• Travel lane plus parking dimension is increased from 18' to 20'.</li> <li>• Landscaped parkways are eliminated.</li> <li>• Sidewalks are widened from 5' to 10' and tree wells added.</li> <li>• Lighted sag vertical curves.</li> <li>• Traffic calming measures include intersection pop-outs and a raised median.</li> </ul>
14	Village Street Type II	Local Street	<ul style="list-style-type: none"> <li>• The overall ROW is widened from 56' to 70'.</li> <li>• Improvements within the ROW include an increased curb-to-curb dimension (from 36' to 50').</li> <li>• Diagonal parking is added to one side.</li> <li>• Landscaped parkways are eliminated.</li> <li>• Sidewalks are widened from 5' to 10'.</li> <li>• Lighted sag vertical curves.</li> <li>• Traffic calming measures include intersection pop-outs and diagonal parking.</li> </ul>

ID	Fanita Ranch Development Plan Street	City of Santee Street Standard	Modifications
15	Village Street Type III	Local Street	<ul style="list-style-type: none"> <li>• Landscaped parkways are eliminated.</li> <li>• Sidewalks are widened from 5' to 10' and tree wells added.</li> <li>• Lighted sag vertical curves.</li> <li>• Intersection pop-outs are utilized for traffic calming.</li> </ul>
16	Residential Street	Local Street	<ul style="list-style-type: none"> <li>• The overall ROW is widened from 56' to 57'; 58' where 6' trail occurs instead of 5' sidewalk and 62' at school drop-off.</li> <li>• Centerline to curb dimension is increased from 18' to 23' at school drop-off.</li> <li>• Sidewalk width is increased from 5' to 10' where shown on plan as school drop-off.</li> <li>• Parkway width increased from 5' to 5.5'.</li> <li>• The maximum grade is increased from 12% to 15%.</li> <li>• Lighted sag vertical curves.</li> <li>• Intersection pop-outs are utilized for traffic calming.</li> </ul>
17	Split Residential Street, One-Way	Local Street	<ul style="list-style-type: none"> <li>• Additional 3' of paved road width was added to provide for vehicle back-out distance due to one-way configuration. ROW width varies due to each unique median or park configuration.</li> </ul>
18	Carlton Hills Boulevard, Private Street	No City standards for Private Street conditions	<ul style="list-style-type: none"> <li>• The overall ROW is narrowed from 56' to 42' (consisting of a 5' sidewalk, 4' x 8' BMP area and parking on the west side and two 12' travel lanes) by eliminating sidewalk and parking on the east side. Existing ROW easement is 70' and is unchanged.</li> </ul>
19	Private Residential Street	No City standards for Private Residential Street conditions	
20	Private Residential Driveway	No City standards for Private Residential Driveway conditions	