

Recommendation for the Stone Creek Project #67943

Mira Mesa Community Planning Group

August 17, 2020, approved unanimously (16-0-0)

The Mira Mesa Community Planning Group has been reviewing the Stone Creek Project from its inception and through all the revisions over the past 15 years. We think that the Stone Creek master plan is an excellent design and that the project if constructed as planned will be an asset to the Mira Mesa Community and the City of San Diego. We recommend approval of this project with the following considerations.

1. Traffic mitigation measures including those for which the project is only required to provide a “fair share contribution” should be completed or construction well underway prior to residential units being occupied. If this does not occur, both currently existing nearby residences and those being constructed within Stone Creek will be adversely impacted to the detriment of both current and new residents of the community.

Explanation: This is a large project with some very significant traffic impacts. As an example, the EIR shows a traffic delay of 225 seconds at the intersection of Camino Ruiz and Jade Coast. The EIR states that a traffic signal will mitigate this impact, but the developer is only required to pay a “fair share contribution.” It should be the responsibility of the developer and the City of San Diego to ensure that such adverse impacts never occur. Many traffic impacts have been identified in the traffic impact analysis (TIA) for this project. See the attached recommendations from the Mira Mesa Community Planning Group dated January 21, 2016.

2. Carroll Canyon Road should be completed from I-805 to I-15 before any residential units in Stone Creek are occupied.

Explanation: This project will build the last section of Carroll Canyon Road, an important third east west route between the freeways, and an alternative to congested Mira Mesa Blvd and Miramar Road. It needs to be completed before substantial new traffic is generated from the Stone Creek project. For example, completion of the interchange improvements at Carroll Canyon Road and I-15 should precede the time at which traffic to the residential sections of Stone Creek adversely impacts ingress and egress to the Carroll Canyon corridor. Although the remainder of Carroll Canyon Road west of Camino Ruiz is planned to be completed before this project is built, construction of the section through El Camino Memorial Park, which is an FBA project, is not yet assured. Unless this section of Carroll Canyon Road is completed from I-805 to I-15, both 3Roots and Stone Creek as well as those components of the Mira Mesa Community that now use Miramar Road and Mira Mesa Boulevard will be even further adversely impacted. The Mira Mesa Community Planning Group strongly urges that the City of San Diego prioritize the completion of Carroll Canyon Road west of Stone Creek between Camino Santa Fe to I-805.

3. Smart traffic signals should be used for mitigation of traffic on Miramar Road

Explanation: The Miramar Road corridor is home to businesses that form a very significant part of the commercial base of the Mira Mesa Community. In recognition of this, The Stone Creek TIA includes mitigation alternatives for “Smart Traffic Signals” to be installed on Miramar Road in lieu of the addition of raised medians. The Mira Mesa Community Planning Group has had input from representatives of the property owners adjacent to Miramar Road and has concluded that “Smart Traffic Signals” are the preferred alternative. This mitigation must be a component of the updated Mira Mesa Community Plan.

4. Any substantive changes to the master plan must be reviewed by the Planning Group and approved by the Planning Commission and City Council

Explanation: The project will be built by a future developer, not by the applicant, and it is important to ensure that the master plan is followed unless there is a compelling reason to make changes. The Mira Mesa Community Planning Group has played an integral role in the development of the Stone Creek Master Plan. In accordance with the Stone Creek Master Plan, it is important that any proposed revisions to the Master Plan in the future shall be reviewed by the Mira Mesa Community Planning Group and, as applicable, approved by the Planning Commission and City Council.

5. The developer of the first residential phase (phase 2) must commit to the construction of phase 3, which includes the residential core and Stone Creek Park

Explanation: From the perspective of the community, the most important part of this project is phase 3, the high density residential core, Stone Creek Park, bridge over Camino Ruiz, transit station, paseos and “grand staircase”, and commercial center. This component of the Stone Creek development is probably its most appealing component. It is likely to be more expensive and difficult to build than the residential phase 2, and we need to ensure that there is a legally binding commitment to build this phase and that the project does not stop after phase 2 is completed. The applicant has advised that it is not possible to build phase 3 before phase 2, so this replaces recommendation 3a in our previous traffic study recommendations.

6. Affordable housing required at the time of construction should be built on site

Explanation: The Stone Creek Master Plan indicates Affordable Housing is to be provided within Stone Creek. This should be constructed on-site as part of the Stone Creek project, rather than having the project pay an in-lieu fee or constructing Affordable Housing off-site.

Mira Mesa Community Planning Group Traffic Recommendations for the Stone Creek Project

January 21, 2016

Jeffrey L. Stevens, Chair Stone Creek Subcommittee

The Stone Creek Subcommittee of the Mira Mesa Community Planning Group held several meetings for the purpose of reviewing the traffic study for this project. This memo summarizes the recommendations of the subcommittee which were approved by the full Planning Group on January 21, 2016.

1. **Carroll Canyon Road:** Carroll Canyon Road must be completed from I-805 to I-15 before any residential units are occupied. This link is critical to managing traffic from the project and reducing impacts on existing streets. This can be accomplished with a joint financing agreement between the City, Vulcan and Hanson.
2. **Black Mountain Road and Mira Mesa Blvd:** Any impacts on the congested intersection of Black Mountain Road and Mira Mesa Blvd must be fully mitigated. In particular, funding for FBA projects T-90 and T-91 must be identified and these projects completed before any residential units are occupied.
3. **Phasing and implications for Transit Oriented Design:** The project is proposed as transit oriented design, but the proposal is to build all of the lower density housing first, and then later build the central core and all of the amenities that go with it and the project, including the transit station and central park. That means that 3,260 residential units will be built years before the transit station or any of the support commercial facilities are available. In order for this to work as a TOD project, there are two requirements:
 - a. Change the phasing to build the central core before the outlying residential.
 - b. Provide a reliable shuttle service to the transit center by Miramar College and community locations residents will need to access starting the day the first unit is occupied.
4. **Cumulative impacts on streets:** Several street segments are identified in the traffic study as being severely impacted at buildout. Mitigation for these problems and funding for them needs to be identified before this project is approved by the City. These street segments include:
 - a. All of Miramar Road (91,000 trips/day west of Camino Santa Fe).
 - b. Gold Coast – Westonhill to Black Mountain Road.
 - c. Miralani – Arjons to Camino Ruiz.
 - d. Flanders – Camino Santa Fe to Parkdale.
 - e. Activity Road – Camino Ruiz to Black Mountain Road.
5. **Traffic flow on major streets:** Mira Mesa Blvd, Miramar Road and the future Carroll Canyon Road carry a lot of traffic and are often congested. Most of the problems on side streets comes from people using them to bypass the major streets. We need an evaluation of traffic improvements that will ensure free flow of traffic on these major streets, together with a phasing and funding plan before this project is approved by the City. In light of the unmitigated impacts of this project on side streets as noted in point #4, this project should make a significant contribution toward the road improvements necessary to ensure free flow of traffic on the major streets.