

Stone Creek Fall 2015 Subcommittee Meeting Summary

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Five Stone Creek subcommittee meetings were held from September-November 2015. The meetings focused primarily on the traffic study which was provided to the subcommittee on CD on September 21. The traffic study is a 460-page document with a 2600-page appendix. The traffic study has been placed online at http://miramesatowncouncil.org/planning_group#StoneCreek and the appendix is available on request. A copy of the master plan and detailed drawings are available in the reference section at the Mira Mesa library.

Following are some observations and comments on the traffic study:

1. **Definition of “existing plus project”:** The traffic analysis described as “Existing plus project” is actually only existing plus phase 1 of the project and includes only some industrial at the east end of the canyon with no residential development.
2. **Impacts of the entire project:** The impacts of the other phases are combined with cumulative impacts from other projects making the impact of this project difficult to identify. However, figure 12-13 does show the total traffic increase due to the project and table 12-3 gives the level of service (LOS) at all studied intersections without the project and with the complete project, added to the cumulative impact of all other development expected at that time. So the final impact of the project can be inferred from that figure and table.
3. **Complexity of the traffic study.** The traffic study is long and complex and may be difficult for readers unfamiliar with traffic studies to follow. Readers are referred to the following figures and tables which summarize most of the important information in the report:
 - a. Figure 3-5, p 22: Current traffic volumes
 - b. Table 7-1, p 36-39: Current intersection LOS
 - c. Figure 12-8, p 261: Final traffic added by project
 - d. Figure 12-13, p 266: Final traffic volumes
 - e. Table 12-3, p 228-231: Final unmitigated intersection LOS
 - f. Table 20-2, p 347: Final mitigated intersection LOS
4. **Definition of “significant impact”:** A significant impact is defined to be only one of the following: LOS drops to E or it is already at E and increases delay time by more than two seconds. Nothing else is considered significant. So, for example, the time delay at Maya Linda and Black Mountain Road is increased by 24 seconds and LOS drops from C to D, but that is not considered significant. “No significant impact” does not therefore mean that the project causes no degradation in traffic, only that the project leaves traffic in the community above minimum City standards.
5. **Unfunded FBA projects required for mitigation:** The traffic study says that the impact on the Black Mountain Road and Mira Mesa Blvd intersection will be minimal provided that FBA projects T-90 and T-91 are completed. These two projects are widening of Black Mountain road on two segments south of Mira Mesa Blvd and they have no funding. In fact, the FBA document says that no FBA funds shall be used for them and one of them will cost \$10 million.
6. **Phasing and implications for Transit Oriented Design:** This is identified as a transit oriented project, 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.

Following are draft recommendations being considered by the subcommittee.

Stone Creek Subcommittee Recommendations on Traffic and Phasing (Draft)

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.

Some modifications have been suggested that will be considered at the next meeting. These include 1) change “before any residential units are occupied” to “before any building permits are issued”. 2) requiring periodic updates to the traffic study and review of mitigation at 5 year intervals.