

**Mira Mesa Community Planning Group
Stone Creek Subcommittee Report
May 14, 2007 Meeting**

Attendees: Jeff Stevens, Linda Geldner, Joe Frichtel, Bob Mixon

The applicant was not able to attend the meeting, so the subcommittee reviewed the plans and documents from the April 16, 2007 submission. The project does not appear to have changed significantly since our previous meeting last October, and all of the comments in the October 23, 2006 subcommittee meeting still apply. We have the following additional comments:

The two largest issues, traffic and parks, are still not addressed in the current submission. Regarding parks, while the project does a good job of providing neighborhood, mostly passive parkland, an active use park is also needed. Staff comments stated that it is expected that park requirements will be satisfied on site, and that it would be insufficient to simply pay park fees. The applicant should therefore provide an active use community park within the project. The subcommittee reviewed possible locations within the site and recommends that the area in the southeastern part of the site where the mining equipment is currently located, which is shown in the plan as the last residential phase, should be considered instead as a site for a community park. One advantage of this site for an active use park is that it is adjacent to the industrial part of the project, and so could, for example, have lighted ballfields with less disturbance to residences. This design would also separate the industrial part of the project from the residential part.

Regarding traffic, we need to see a traffic study and plans for mitigating traffic impacts from the project. When will this be completed? The subcommittee noted that the intersection of Kearny Villa Road and Black Mountain Road, as well as the intersection of Gold Coast and Black Mountain Road, both have severe congestion problems in the morning, and will require improvement as part of the project. Carroll Canyon Road between the eastern edge of the project and I-15 will also require improvement. Carroll Canyon Road will be a major east-west road, and the subcommittee had some concerns about traffic flow and the interaction of the road with the project. The location of planned traffic signals on Carroll Canyon Road and Camino Ruiz was not shown on any of the documents.

The number of units and industrial square footage appeared to be unchanged since that last plan, but we did not find specific numbers. The applicant proposed to continue the mining operation for a considerable length of time after the project was started, and the City objected to this. Has this been resolved? If mining will continue, how will the mining operation be made compatible with the development and parks and other amenities. Is there a revised phasing schedule for project development and phasing out of mining?

The subcommittee recommends that Vulcan work together with Hansen to ensure that their future development, park and greenbelt plans are consistent and compatible.

Jeff Stevens, Subcommittee Chair