

Serra Mesa Community Plan Amendment Roadway Connection Project

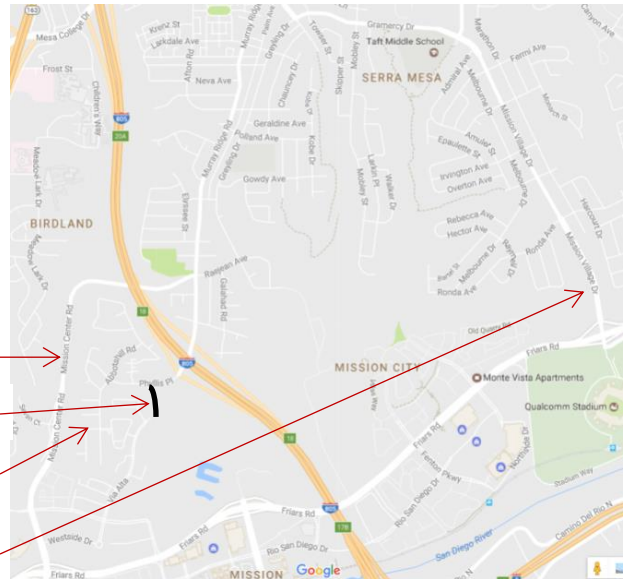
Project: Build a roadway connector between Phyllis Place in Serra Mesa and Via Alta/Franklin Ridge in Civita (Mission Valley)

Improve Local Mobility (FEIR Objective):

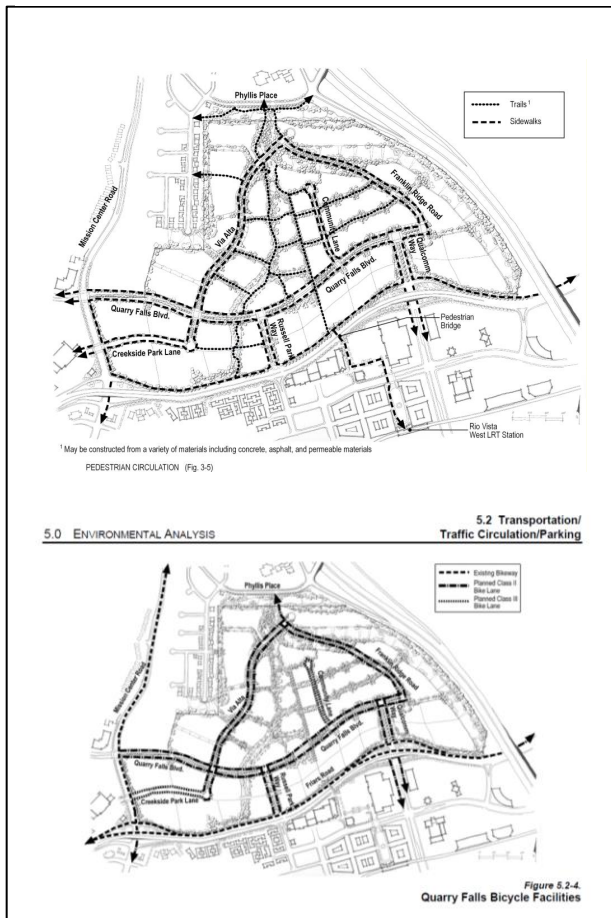
Linkages Already Exist – street, bicycle, pedestrian

Street Linkages Exist

Mission Center Road
 Connection - ½ mi from Mission Center
 Kaplan Drive
 Mission Village Drive

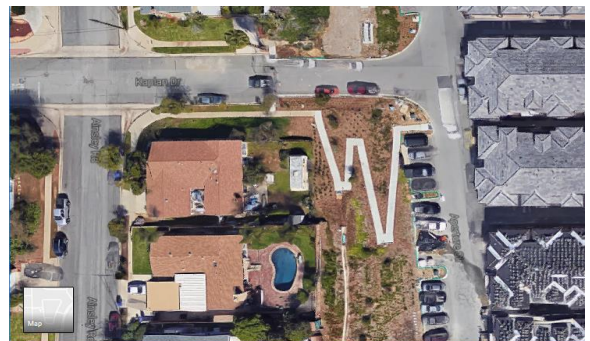


Pedestrian and Bicycle Trails: Mandated With or Without the Connection



Emergency, Bike, and Pedestrian Access Exists

Kaplan Drive and Aperture Circle in Civita



Access used extensively by both communities. Note: SDFD approved the emergency lane and indicated roads in Frame and Focus in Civita allow adequate SDFD access; it was designed for self-evacuation.

Safety Issues

Improve Emergency Access (FEIR Objective)

Situation: Need by Station 28 for north-south linkage emphasized by the San Diego Fire-Rescue Department representative at August 2017 Planning Commission hearing.

Connector is .2 mi closer for Station #28 at Kearny Villa than the Kaplan emergency access.

Emergency services could be slower with more than 32,000 (Long Term) additional vehicles on Phyllis Place and I-805 bridge. Negates the .2 mi gain from the connection!

Phyllis Place is the only access for 200+ homes and 56 retirement/Senior homes. *“By introducing a connection between Mission Valley and Serra Mesa via the proposed road connection a second choice for evacuation could exist for these homes, but only in part. They would still have to get to the intersection of the newly created roadway to Mission Valley using Phyllis Place as a two-lane roadway. Consequently, **there is limited additional benefit to these more than two hundred homes for evacuation by having a road connection, and all of the other surrounding communities have multiple ingress or egress routes** [emphasis added].” (FEIR, 5.2.7.2)*

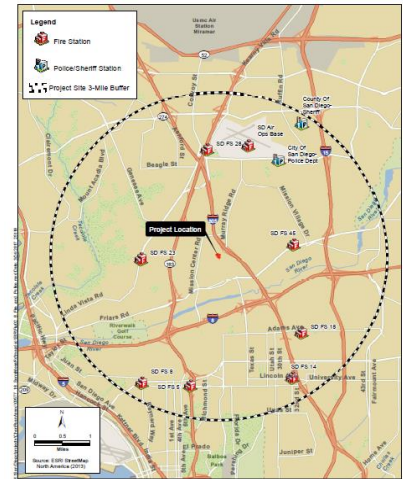


Figure 2-6
Fire and Police Stations within Project Vicinity

Benefits if Bicycle, Pedestrian & Emergency Access Only Added

- Provides second emergency access point
- Design the connector to meet the San Diego Fire-Rescue Department's criteria and for quick access
- **Response time quicker at all times** because no congestion. Data is listed in Appendix –
 - No Road: LOS A: Phyllis Place, Via Alta
 - With Road: LOS F: Phyllis Pl; LOS C: Via Alta

*Bicycle, Pedestrian
& Emergency Access
Only*

*Solves the
north-south fire
emergency safety
issue!*

Safety Issue at City View Church

Situation if road approved: Church driveway won't align with the connection and would result in an unsafe condition for motorists. Mitigation is assumed not to occur; impact would remain significant and unavoidable per FEIR.

*No Road or
Bicycle, Pedestrian &
Emergency Access Only
Solves the driveway issue!*

Provide Safe and Efficient Street Design (FEIR Objective)

Road connection creates safety issues

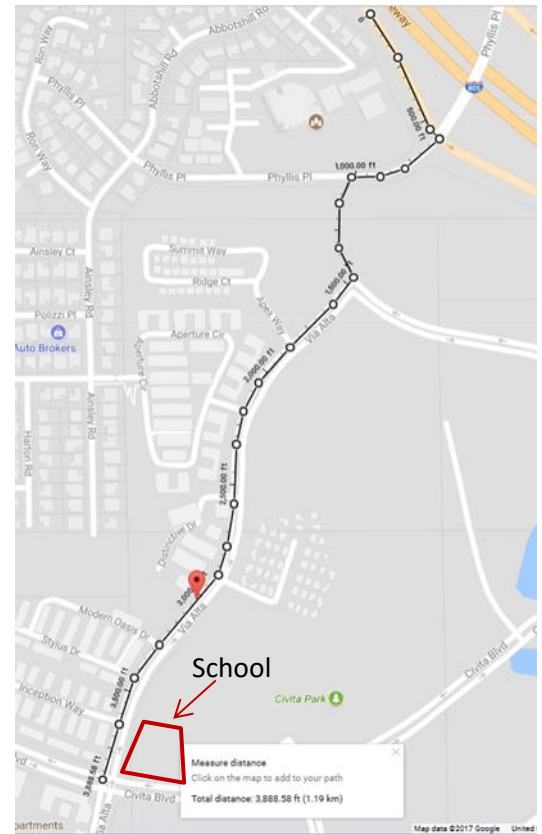
Pedestrian Safety – School at corner of Via Alta/Civita Blvd.
Only 2 crosswalks ½ mile apart. Not enough safe crossings.
Steep grade may prevent adding more crossings.

Pedestrian Injury – “In San Diego County, pedestrian injuries are a leading cause of death to children in all age groups, but children from five to nine years of age are at highest risk.”
(Rady Children’s Hospital, Pedestrian Safety Fact sheet)

“Additionally, higher vehicle speed increase both the likelihood of a pedestrian being struck by a car and the severity of injury.” (CDC)

Vehicles exiting I-805 S at Murray Ridge will travel downhill from the connection on Via Alta to access west Mission Valley. City won’t determine posted speed until road is operational.

With road connection ADTs for Via Alta from Franklin Ridge to Civita Blvd segment doubles from 10,457 to 20,919 (Long Term) – 100%; becomes a thoroughfare for Mission Valley.



*Double vehicles traveling at high speed downhill =
Double pedestrian accidents.*

No Road or
Bicycle, Pedestrian, and Emergency Access Only
Solution

*Solves Safety Issue!
Doesn't impact walkability! Safer for kids!*

No Road or
Bicycle, Pedestrian, and Emergency
Access Only Solution

*Solves Safety Issue! No vehicles
except in emergencies - Safe crossing
and trails for pedestrians and
bicyclists*

*If access only solution, emergency
access not as wide as Connector =*

Roadway Connection Bisect Phyllis Place Park – Not safe to cross 4 lane intersection with ADTs 34,117 (Long Term). Trails mandated from Civita to park with or without the road connection.



Traffic & Circulation

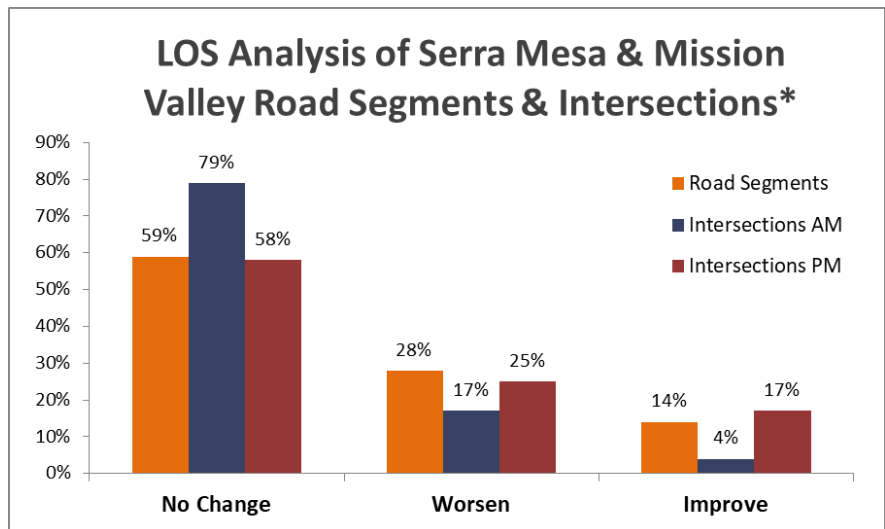
Twice as many road segments and intersections will worsen than will improve!

Alleviate Traffic Congestion

(FEIR Objective): Connection creates congestion

LOS Analysis: More than **50%** of the road segments and intersections show **No Change**. Almost 25% will worsen.

Civita becomes thoroughfare for Mission Valley; not TOD.



*Chart based on Long-Term Cumulative Conditions Tables 5.2-16 and 5.2-17, FEIR. Analysis in Appendix. Actual data counts conducted from 2011-2013.

Other Traffic Impacts with Mitigations

- Freeway: "...would result in significant impact at six freeway segments" (FEIR, p. 5.2-38)
- Delay and Queuing for I-805 (Long Term): SB on-ramp PM delay increases 31 min.; queuing 1.96 mil; NB on-ramp PM delay increase 43 min., queuing 3.3 mi.
- Bridge: 61% more vehicles on I-805 bridge (Long Term)

Vehicle Miles Traveled Data Inaccurate (Refer to Findings and Appendix, Surpi Letter)

FEIR claims VMT reduced by 1.8% in study area and 0.28% (compared to baseline in year 2035) region-wide

- VMT estimated with a statistical model that didn't include the margin of error, which according to SANDAG ranges from +/-7% to +/-10% and gets larger than that in future-year scenarios predictions. This means the VMT could be a positive number, i.e., the project can increase VMT.
- Possible inaccurate data used in SANDAG's model (documented in Serra Mesa Planning Group's Recirculated DEIR response letter).

No Road or Bicycle, Pedestrian and Emergency Access Analysis in FEIR

- VMT data doesn't include margin of error so the claim of VMT decrease may not be valid and VMT could even increase.
- FEIR indicates alternative would result in
Significant and unavoidable impacts along Murray Ridge from I-805 ramp to Pinecrest: Mitigations not feasible without or with connection because violates City's General Plan Policy.
Mission Center from Aquaterra to Murray Ridge: Mitigation from bridge to Murray Ridge required in Quarry Falls MMRP.

No Road or
Bicycle, Pedestrian,
and Emergency
Access Only

*Solves impacts on
local roads!*

Mission Valley Improvements Already Planned

Mission Valley Improvements

- Friars Road/state SR-163 interchange - \$41.2 million. “This project will alleviate some of the severe traffic delays along Friars Road due to new development in Mission Valley.” (City’s CIP reason for project)
- Widen westbound I-8 by 1 lane between Taylor St and I-5 - \$13 million.

Inadequacy of Traffic Impact Study and VMT analysis could impact the analysis of the potential mitigating features of SR-163/Friars road interchange and I-8 widening, affecting the credibility of the FEIR, and not providing full information to decision-makers!

Other Impacts

Road Segments	Near Term*	2035 without Project*	2035 with Project*	% Increase with Road
Phyllis Pl–Franklin Ridge to I-805 S	2,420	2,420	34,540	1,327%
Via Alta–Franklin Ridge to Civita	2,957	3,637	11,686	221%
Franklin Ridge–Via Alta to Civita	6,912	10,457	20,919	100%

*ADTs. Data for number of ADTs with mitigation is not available.

A huge traffic increase into a residential community brings with it by definition additional safety and quality of life issues (for example, noise, accidents, parking, and pollution). Additionally the grade of the connection is ~10% (documentation provided in Appendix), similar to Texas Street, only the connector is a much shorter segment.

The air quality impacts weren’t adequately studied, especially on the sensitive receptors, 56 multifamily retirement/Senior units located across and to the west of the roadway connection. The air quality study is based on the Traffic Impact Study. If this study is inaccurate, the air quality analysis could be inaccurate. The Serra Mesa Planning Group has questioned the accuracy of the Traffic Impact Study and the VMT analysis (refer to Findings section and to Serra Mesa Planning Group’s DEIR Recirculated response letter).

No Road or
Bicycle, Pedestrian,
and Emergency
Access Only

*Solves quality of life
issues!*

Mitigations In the MMRP

Mitigations Not In MMRP: Only 10 of the 19 mitigations are listed for implementation in the MMRP.

Inaccuracy of data: Were the 9 mitigations that will not be implemented included in the analysis used for the Cumulative Condition 2035 With Project with Mitigations table? If so, this table may be inaccurate with the results showing more improvement than will actually occur. What would be the results if the Cumulative Condition 2035 with Project with Mitigations study included only the improvements that are in the MMRP?

Analysis of Mitigation Monitoring & Reporting Program

Mitigation Measure: MM-TRAF-	Who Pays for Mitigations	
	Permittee/Developer	Quarry Falls
3: Near Term; and 11: Long Term Phyllis PI shall be widened from Franklin Ridge to I-805 SB ramps to 5 total lanes with median	✓✓ (#3 & #11)	
4: Near Term; and 12: Long Term Phyllis PI restriped from I-805 SB ramps to NB ramps to 5 lanes		✓✓ (#4 & #12)
5: Murray Ridge & NB ramps- off-ramp approach restriped, the EB approach restriped, WB approach reconfigured and NB on-ramp widened		✓
6: Murray Ridge & SB ramps- EB approach widened to 2 through lanes and exclusive right-turn lane		✓
7: Qualcomm Way & Friars Rd WB ramps reconfigured (widening)		✓
17: Via Alta & Franklin Ridge intersection-convert EB through/right turn lane to left/through/right-turn	✓	
18: Fair share contribution towards additional I-805 SB on-ramp	✓	
19: City View Church driveway relocated as part of 4-way intersection design (remain significant & unavoidable)	✓	
Total: 10 mitigations in MMRP out of 19 (53%)	5 (50%)	5 (50%)

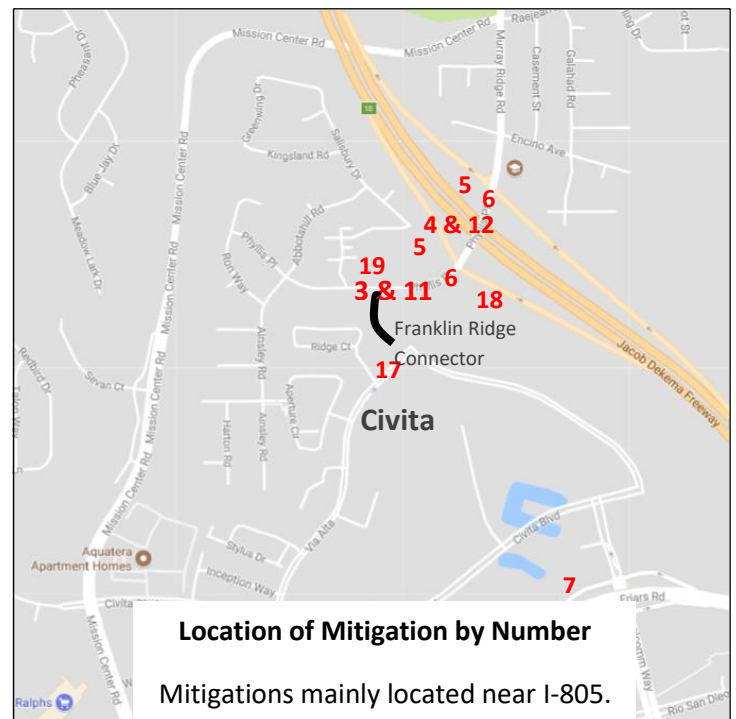
Mitigations in the above chart are not needed for Bicycle, Pedestrian, and Emergency Access Only. The approved MMRP for Quarry Falls requires addition of an eastbound thru lane on Mission Center Road from under I-805 bridge to Murray Ridge Road (not described in the FEIR), paid for by the developer. This mitigation will not be done if the road is approved.

No Road or
Bicycle, Pedestrian, and Emergency
Access Only Solution

*Solves mitigation costs!
NO cost to City or taxpayers.*

Questions

- Who is the permittee/developer?
- Who pays for the proposed road?
- Who pays for the mitigations?
- When will the mitigations be scheduled?
- When will the road be scheduled?
- What will it cost?



Findings for No Road or Bicycle, Pedestrian, and Emergency Access Only

Benefit	With Connection	No Road or Bicycle, Pedestrian & Emergency Access Only
1. Resolve inconsistency between plans	No – Contradiction still in MVCP; Could resolve during update	Yes – Could resolve during MVCP update
2. Improves Local Mobility	No – Adds access, but congestion & safety slows mobility	Yes – Bike & pedestrian trails mandated
3. Improve efficiency of local circulation network	No – More congestion could lead to less efficiency	Yes – No vehicular link; Less congestion; May reduce vehicular use; Increasing walking & bicycle efficiency
4. Improves emergency access	No – Impact of congestion on response time not studied	Yes – Emergency access added; Less congestion
5. Regional reduction VMT	VMT doesn't contain margin of error; could increase or decrease	Yes – May reduce vehicular use; Decreasing VMT

FEIR analysis for Bicycle, Pedestrian and Emergency Access Only states “Overall, this alternative would result in slightly greater impacts compared to the proposed project as it would not decrease VMT and impacts would similarly be significant and unavoidable.” (p. 9-13) The validity of the VMT data is questioned and the impacts on Mission Center Road are addressed in the Quarry Falls MMRP and the impacts on Murray Ridge can't be addressed with any of the proposals because the mitigation would violate the City's General Plan policy.

Justification to Deny Amendment for Connection and Instead Approve One of the Alternatives Listed in FEIR: No Road or Bicycle, Pedestrian and Emergency Access Only

Win-Win for City and Community!

- Emergency access for north-south connection added
- Connectivity Exists – Mission Center Rd, Mission Village Dr, Kaplan Dr, pedestrian and bicycle trails
- Safety Not Compromised – School, Phyllis Place Park, City View Church
- Retains Smart Growth community – Discourages auto-dependency; Doesn't impact walkable neighborhood
- Circulation not impacted
- VMT study doesn't include margin of error – With margin of error VMT could increase or decrease
- Less Costly – Doesn't require expensive mitigations that aren't funded
- More than \$42 million allocated for SR-163 interchange to relieve traffic delays on Friars

Serra Mesa Community Plan Amendment Roadway Connection Project

The Serra Mesa Planning Group recommends

DENIAL

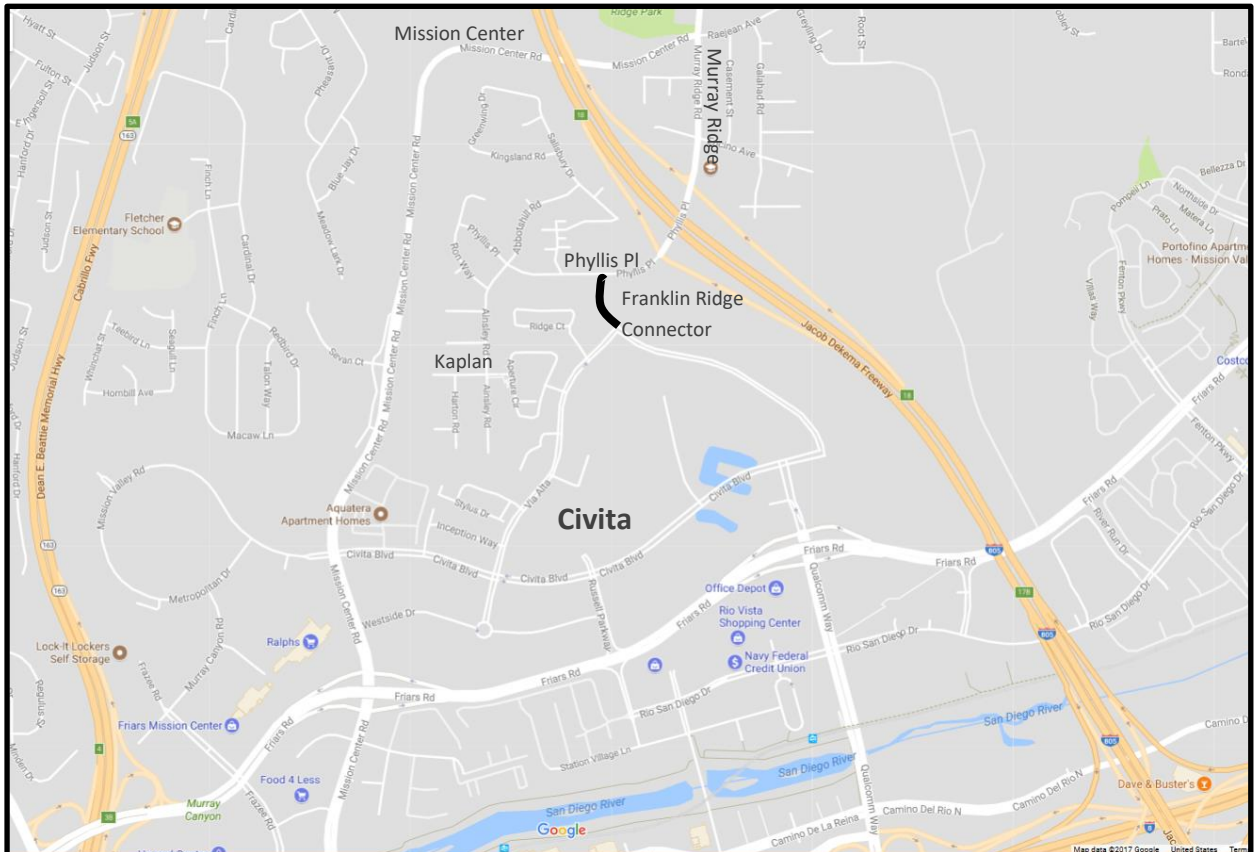
of the community plan amendment.

Prepared by Serra Mesa Planning Group

September 2017

Revised and Updated Since Planning Commission Hearing

Background



Community Plan Inconsistency

City Council Can Deny Amendment

City Council's Objectives Met Without Connection

City's Objectives Not Met With Connection

Community Plan Inconsistency

Plan Conflicts with Roadway Connection

Connection Not In Serra Mesa Community Plan – Adopted July 1977 – 40 years ago

“ 1. South side of Phyllis Place, west of Interstate 805 (I-805), approximately six acres. This site overlooks Mission Valley. It is bordered on the south by a major sand and gravel operation. A large religious institution and retirement units are located to the north. This site is specifically excluded from extraction plans. An overriding community concern is to preserve the integrity of the single-family neighborhood located to the west of the property. The site appears **suitable for low-density residential** [emphasis added] development to a maximum of seven to nine units per net acre. Development could be constrained by existing overhead transmission lines and towers. **Development must be done through the use of a PRD and in character with the single-family neighborhood to the west** [emphasis added].” (p. 11)

Since 1977 the expectation of Serra Mesa residents is that this six acre area would be residential. As a result of the Quarry Falls project a 1.3 acre park will be developed in this area instead of single family dwellings.

Connection Contradicts Mission Valley Community Plan - Adopted June 1985 – 32 years ago

“Streets serving new development should be connected to the road network and not to major streets serving residential areas in the mesas [emphasis added].” (p. 56) – Not Mentioned in FEIR

“Public streets of adequate capacity to connect Stadium Way and Mission Center Road at I-805 at Phyllis Place will be needed when urban development occurs north of Friars Road between Mission Center Road and I-805. Provision **of these streets will not be considered until** [emphasis added] the sand and gravel operation has ceased and resource depletion has occurred.” (p. 78)

The Mission Valley Community Plan contains inconsistencies, which weren't mentioned in the Recirculated DEIR: One line indicates no road connection and another line indicates a road connection.

Both the Serra Mesa and the Civita residents expect “No Roadway Connection.”

City Council Can Deny Amendment

“Prior to Recordation of the Final Map for Lots 40, P27-P31 and S17, the Subdivider shall record an Irrevocable Offer of Dedication for a **possible future road connection** from Franklin Ridge Road to Phyllis Place satisfactory to the City Engineer.”¹

“The project has been **designed so as to not preclude a road connection** [emphasis added] from Qualcomm Way to Phyllis Place should it be desired to construct the improvement at a future time.”²

“Whereas the Mission Valley Community Plan recommends the inclusion of a street connection between Phyllis Place and Friars Road; and...”³ **The road connection is only recommended not required.**

“Whereas, the initiation of a community plan amendment **in no way confers adoption of a plan amendment and City Council is in no way committed to adopt or deny the amendment** [emphasis added] once it goes forward for approval...”³

“The MMRP assumed that there **would not be a roadway connection** [emphasis added] because the City Council directed the planning staff to further analyze the connection.”⁴

¹ Resolution 304294 - A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN DIEGO APPROVING VESTING TENTATIVE MAP NO. 183196 FOR QUARRY FALLS PROJECT NO. 49068, p. 7-8, October 21, 2008.

² Resolution 304295 - A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN DIEGO GRANTING SITE DEVELOPMENT PERMIT NO. 183192 AND MASTER PLAN DEVELOP PERMIT NO. 183193 FOR QUARRY FALLS PROJECT NO. 49068, p. 3, October 21, 2008.

³ Resolution 304297 – A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN DIEGO INITIATING AN AMENDMENT TO THE GENERAL PLAN TO INCLUDE A STREET CONNECTION BETWEEN PHYLLIS PLACE AND FRIARS ROAD IN THE SERRA MESA COMMUNITY PLAN CIRCULATION ELEMENT FOR THE QUARRY FALLS PROJECT, p. 1-2, October 21, 2008.

⁴ Serra Mesa Community Plan Amendment Roadway Connection Project: Recirculated Draft Environmental Impact Report, Project No. 265605, March 2017, p. 3-4.

City Council's Objectives Met Without Connection

Connection Redundant

City Council Resolution: When the City Council requested the initiation of the CPA (Resolution 304297, October 2008) their discussion was heavily focused on emergency evacuation and fire department access. Consequently, the focus of the resolution is on emergency, pedestrian and bicycle access.

Issues City Council directed staff to analyze

1. Whether police and fire response time would be improved with road connection.
2. Whether the road connection could serve as an emergency evacuation route.
3. Whether it is feasible to make the road available for emergency access only.
4. Whether pedestrian and bicycle access would be improved by the street connection.

Findings:

- FEIR uses the word "generally improves" when the actual connection area wasn't studied or shows that it does not improve.
- FEIR included questionable data to support that police and fire response time would be improved.
- A bicycle trail and pedestrian trails from Civita to Phyllis Place Park are mandated by the Quarry Falls FPEIR and Quarry Falls Specific Plan with or without the roadway connection.
- Grade of steep connection road adding to emissions, population density on connection road, and congestion stopping the flow of traffic and slowing emergency access.
- Phyllis Place is a single access road; it will remain a single access road with or without the connection

All objectives are met with the existing emergency access at Kaplan Drive and Aperture Circle and the mandated bicycle trail and the two pedestrian trails.

The roadway connection is redundant!

Most City's Objectives Not Met With Connection

Focus on mobility and traffic congestion

City's Objectives	Findings:
1. Resolve the inconsistency between the Mission Valley Community Plan and the Serra Mesa Community Plan by providing a multi-modal linkage from Friars Road in Mission Valley to Phyllis Place in Serra Mesa.	Objective Met Without Connection: Mission Center Rd provides multi-modal linkage from Civita Blvd to Murray Ridge (not mentioned in FEIR); Pedestrian trail and bike trail between Civita and Phyllis Place Park mandated; Pedestrian, bike, and emergency access exists between Aperture Cir and Kaplan Dr ; MVCP contains contradictory lines
2. Improve local mobility in the Serra Mesa and Mission Valley planning areas.	Objective Not Met With Connection: Refer to #1; Also gridlock will occur at peak hours on Murray Ridge limiting mobility for 200+ single family dwelling and 56 retirement/Senior home residents west of Franklin Ridge; required improvement to Mission Center Rd, if connection isn't approved
3. Alleviate traffic congestion and improve navigational efficiency to and from local freeway on-and off-ramps for the surrounding areas.	Objective Not Met With Connection & gets worse: Options exist with Mission Center Rd and Mission Village Dr; Bar charts (p. 15) show roadway connection for most part does not alleviate traffic congestion in Mission Valley and worsens the congestion in Serra Mesa
4. Improve emergency access and evacuation route options between the Serra Mesa and Mission Valley planning areas.	Objective Met Without Connection: Emergency access exists between Kaplan Drive in Serra Mesa and Aperture Circle in Civita; In-depth study/documentation to support City's position of improvement not provided
5. Provide a safe and efficient street design for motorists, cyclists, and pedestrians that minimizes environmental and neighborhood impacts.	Objective Not Met With Connection & gets worse: Safety hazard for vehicles entering and exiting City View Church and for bisected park users; people safety impacted by Phyllis Place widening (Vision Zero), 200+ homes with solitary exit blocked with traffic; ADTs: 2,420 to 23,217 (34,540 in 2035)

The roadway connection is redundant!

Will increase traffic congestion and create safety hazards.

Linkages

“Quarry Falls is consistent with the General Plan which implements the City of Villages Strategy of focusing growth into pedestrian friendly mixed-use activity centers with connections to the regional transit system.”

Emphasis is on walkability!

Street Linkages Exist

Emergency, Bike, and Pedestrian Access Exist

Trails for Pedestrians Exist

Trail for Bicycles Exist

San Diego-Fire Rescue Station Access

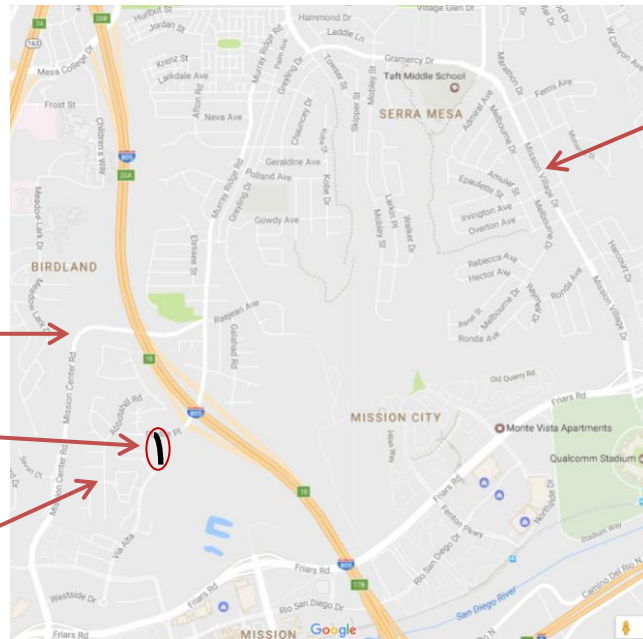
Street Linkages Exist

Street linkages from Serra Mesa to Mission Valley exist with Mission Center Road and Mission Village Drive. Mission Village Drive **not mentioned in FEIR.**

Mission Center Road

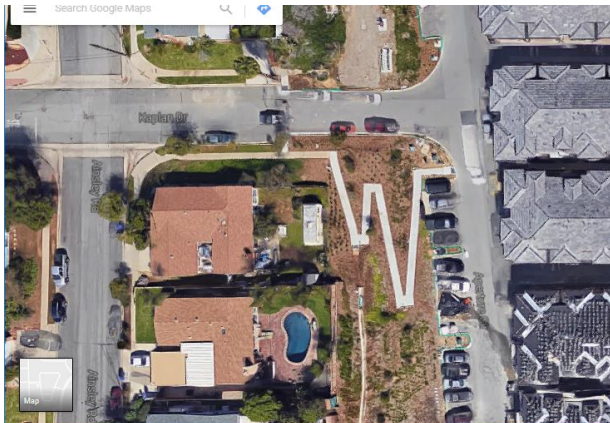
Connection – $\frac{1}{2}$ mi from Mission Center and .2 mi. from Kaplan access

Kaplan



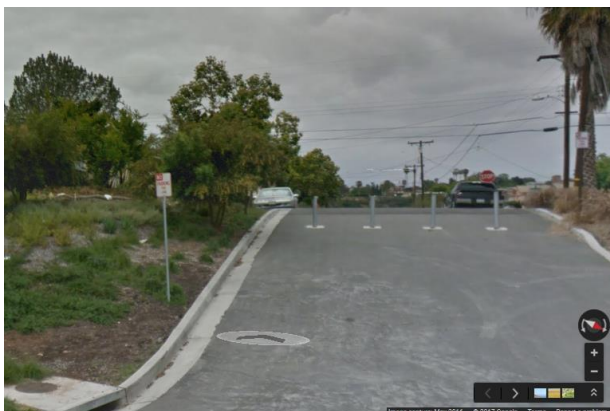
Mission Village Drive

Emergency, Bike, and Pedestrian Access Exist



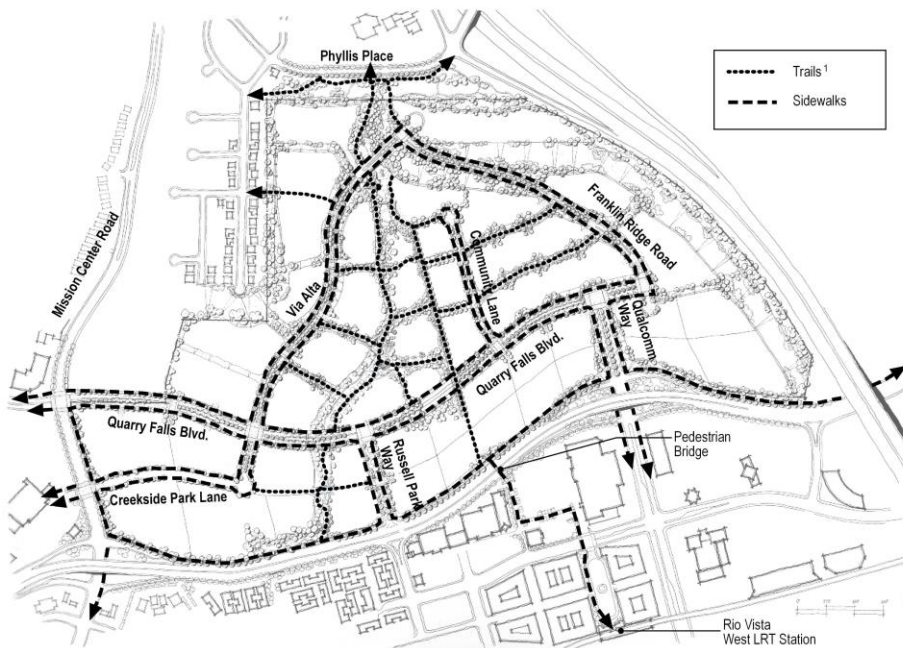
Emergency, bike and pedestrian access at Kaplan Drive in Serra Mesa and Aperture Circle in Civita

This access is used extensively by the residents of Serra Mesa and Civita.



Note: SDFD approved the emergency lane and indicated roads in Frame and Focus in Civita allow adequate SDFD access. (See Appendix, Email from Douglas Perry, Deputy Chief/Fire Marshal).

Trails for Pedestrians



¹ May be constructed from a variety of materials including concrete, asphalt, and permeable materials

PEDESTRIAN CIRCULATION (Fig. 3-5)

Trails for pedestrians between Civita and Phyllis Place Park mandated in Quarry Falls FPEIR and Specific Plan with or without the roadway connection is mandated.

Trail for Bicycles

5.0 ENVIRONMENTAL ANALYSIS

5.2 Transportation/ Traffic Circulation/Parking

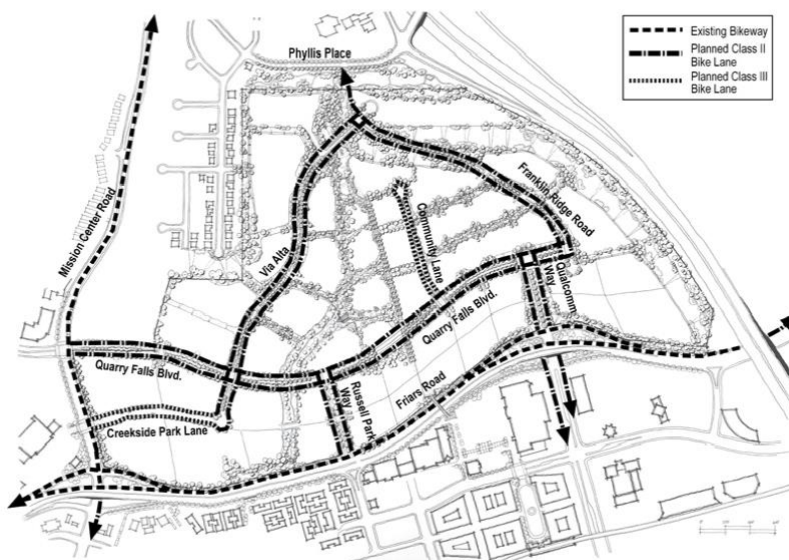


Figure 5.2-4.
Quarry Falls Bicycle Facilities

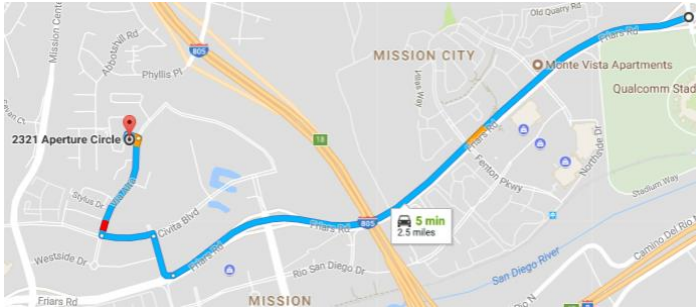
A minimum of one trail for bicycles between Civita and Phyllis Place Park mandated in Quarry Falls FPEIR and Specific Plan with or without the roadway connection is mandated.

The Bicycle Master Plan and General Plan included bicycle access from Civita to Serra Mesa. So with or without the road neither of these plans will need updating because the path when constructed would meet the specifications indicated in the plans.

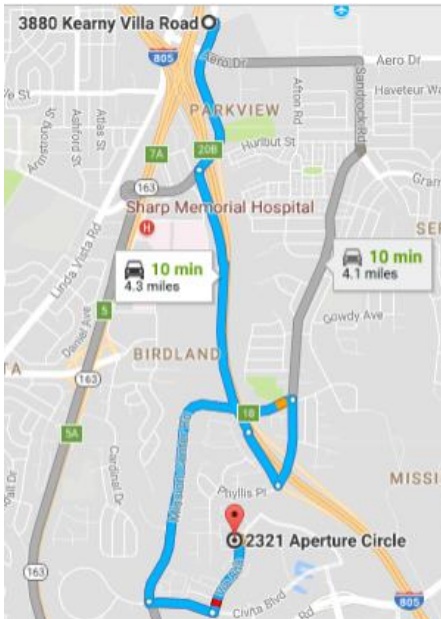
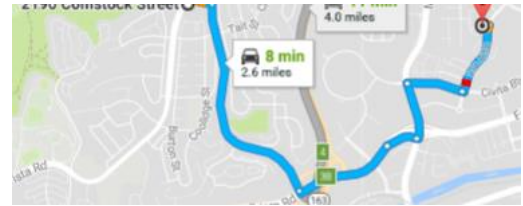
San Diego Fire-Rescue Station Access

Connection shortens access by ~850 ft = .16 mi. Traffic would negate this distance!

Distance Measured from reference point, 2321 Aperture Circle

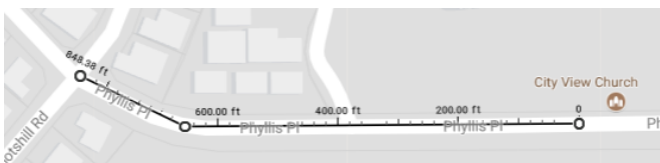
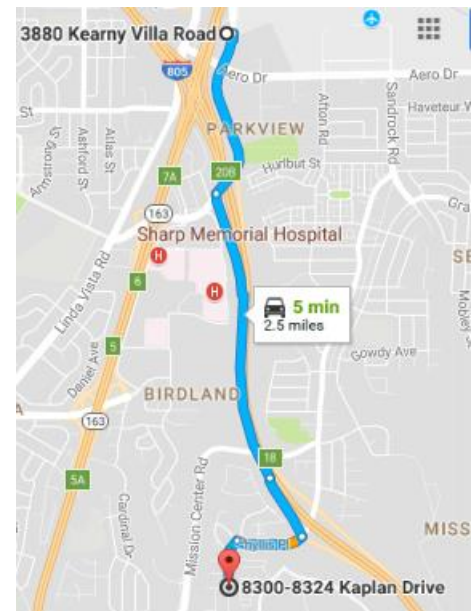


Closest Fire Stations 45 & 23
2.5 mi – Friars Rd; **2.6 mi** - Comstock



Fire Station 28
 Kearny Villa via
 Mission Center
4.3 mi

Fire Station 28
 Kearny Villa to
 Kaplan emergency
 access
 2.5 mi + 750 ft (from
 Kaplan to 2321
 Aperture Circle)
 = **~ 2.6 mi**



Distance from Station 28 reduced by ~850 ft =
 .16 mi with connection

Distance from station to Aperture Circle via
 road connection and Via Alta = **~2.4 mi**

Analysis – There are two fire stations close by. The road connection improves the distance from station 28 by less than a ¼ mile. These maps and distances don't support this statement in the FEIR, "Furthermore, as detailed in Table 8-1 of Appendix C to the DEIR, the proposed project would increase fire response times by an average of 9 minutes within the vicinity of the project site. (FEIR, BQ-6, p. 449 of 1422)." Table 8.1 states 10 minutes. Also, the extra cars (from 2,420 to 34,540 per day) on Phyllis Place with the connection could slow emergency services and negate the gain from the connection.

For more discussion of emergency access, refer to the Findings section of this document.

Impacts

*Mayor Faulconer has stated that
“Every San Diegan deserves to feel safe in his or her neighborhood.”*

Traffic Congestion

Safety Hazards

Circulation

Climate Action Plan

Impact of Road Connection on Civita

Traffic Conclusion

Other Impacts

Traffic Congestion

Obstructs Solitary Exit

Phyllis Place Road: ADTs increase from 2,420 (existing) to 34,540 (2035)

Phyllis Place is the only exit for 220 homes and 56 retirement/Senior housing. Traffic congestion with road connection will impact their exit.

Adding the connector doesn't add another access point for the Phyllis Place area.

Phyllis Place

Potential to create gridlock

1,327% increase in trips from 2,420 to 34,540 on solitary exist road



Safety Hazards

Roadway Connection will bisect Phyllis Place Park – Not safe to cross wide, busy intersection



Blind Curve

Photo shows blind curve heading west on Phyllis Place from I-805 bridge.



I-805 Freeway Situation –Safety issue for pedestrians with additional lanes added to on and off ramps.

Steep Grade: Developer indicates just under 10%* which doesn't appear to be considered in the studies and **not mentioned in the FEIR**, which indicated a 7% maximum grade and around 460 ft.

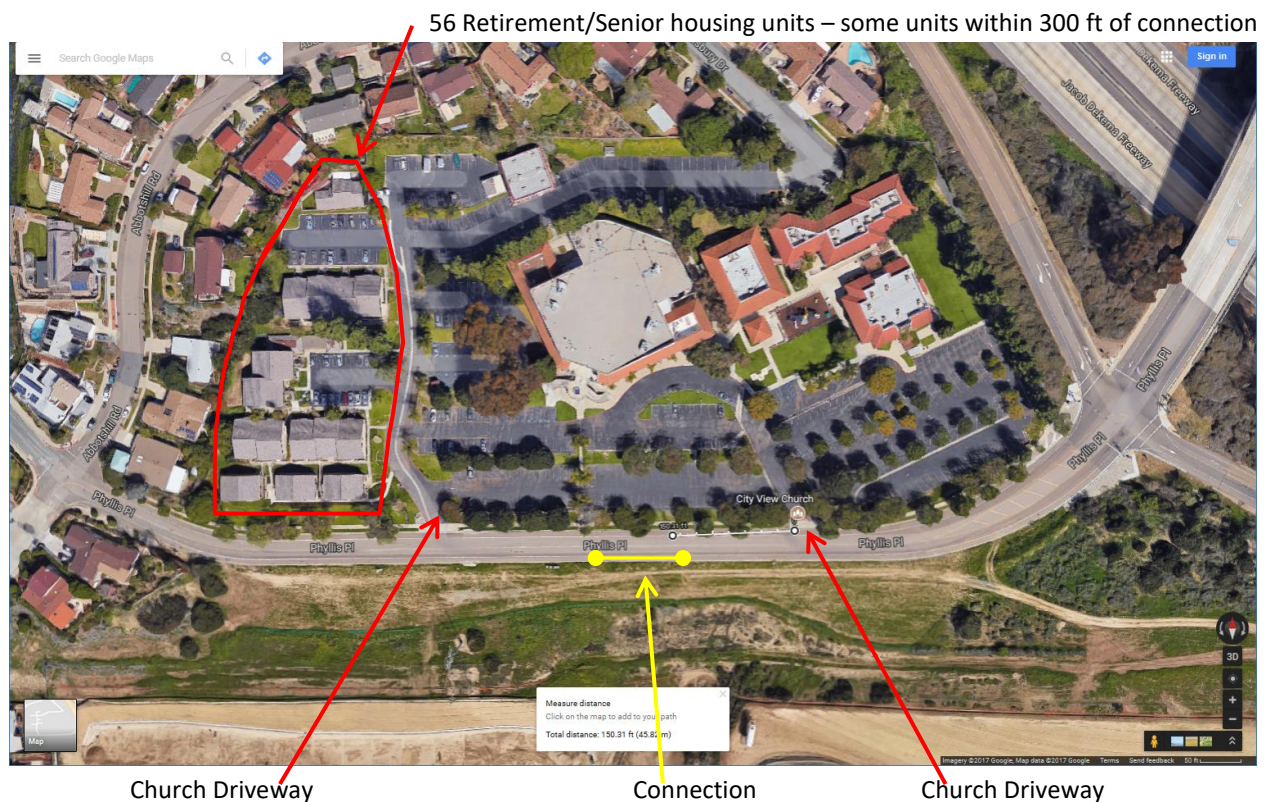
A comparable steep road (shown below) is the estimate for Zola at Rosecrans, 11% for 660 ft (SDBIKECOMMUTER.COM).



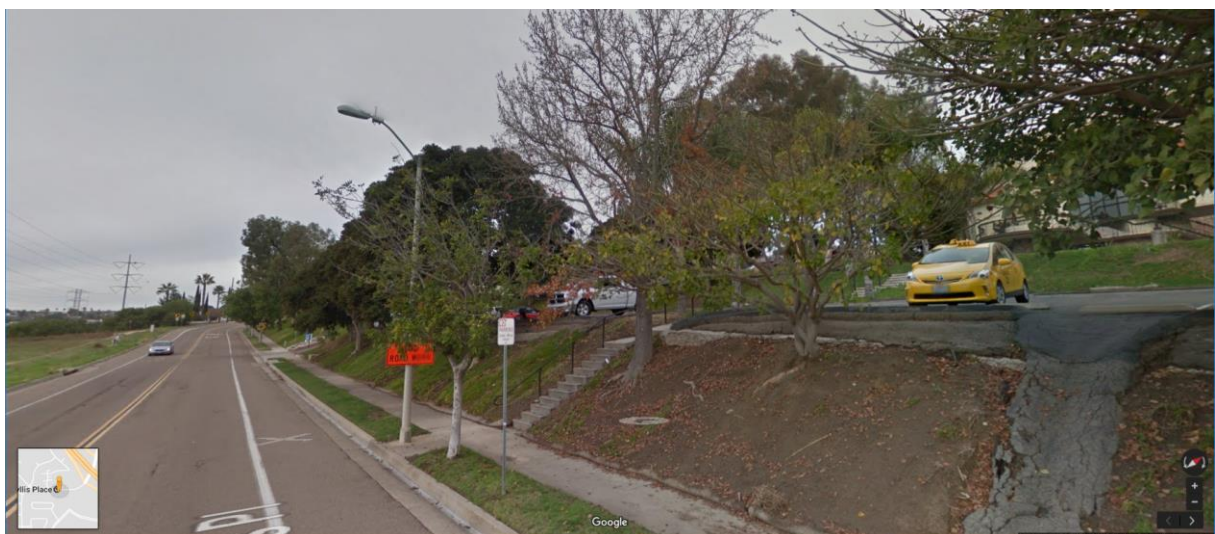
In addition to potential noise and air pollution on this steep grade, this route could be used by semi-trucks traveling to and from the retail/commercial area. Difficulty with idling and making sharp turn at intersection!

*The Final PEIR for the Quarry Falls Project states “A Preliminary Road Profile Evaluation for the segment of Franklin Ridge Road to Phyllis Place has been prepared by TCB/AECOM that determined the grade of the road would be less than 10%; a deviation from standards has been submitted and conceptually approved by the City of San Diego for Franklin Ridge Road.” (p. 900 of 1042) Also, in the same document the road is described as a four lane Major Street. (p. 10-39) According to the Street Design Manual the maximum grade for a Major Street is 7%. (p. 45) Additionally, the developer confirmed in May 2017 that the grade of the road from Phyllis Place to the Via Alta/Franklin Ridge intersection would be just under 10% at the steepest section.

Unsafe Condition: FEIR indicates that the connection could result “...in possibly unsafe conditions for motorists entering and exiting the City View Church parking lot...” because the driveway won’t align with the connection. (FEIR, S-10) The right driveway is the main driveway used by the congregation.; left, by residents of housing. With the connection Phyllis Place will be reconfigured. Currently, the church’s CUP allows vehicles to turn left or right. If there’s a median as indicated in the MMRP, vehicles exiting from the east driveway, the main one, will be required to turn right. If they wish to go east on Phyllis Place, they will need to make a U-turn, either at the connector traffic signal or within the community. With more traffic this creates an additional safety issue for both situations.



Steepness of church’s parking lot across from roadway connection would impact lot reconfiguration.

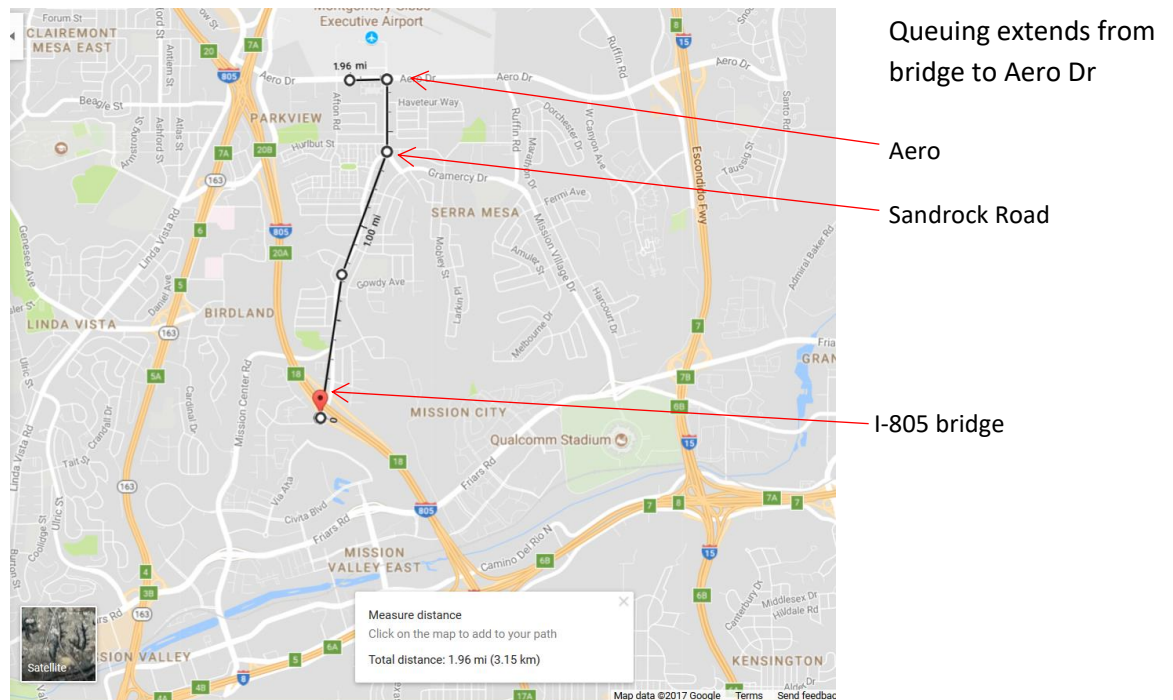


Circulation

Significantly Worsens in Serra Mesa and Almost No Change in Mission Valley

On-Ramps

Murray Ridge I-805 SB on-ramp **PM delay increases 31 min**; queuing from 2,407 to 10,368 ft (1.96 mi), beyond Sandrock. (Long-Term Without in Comparison to With the Roadway Connection, FEIR, Table 5.2.18)

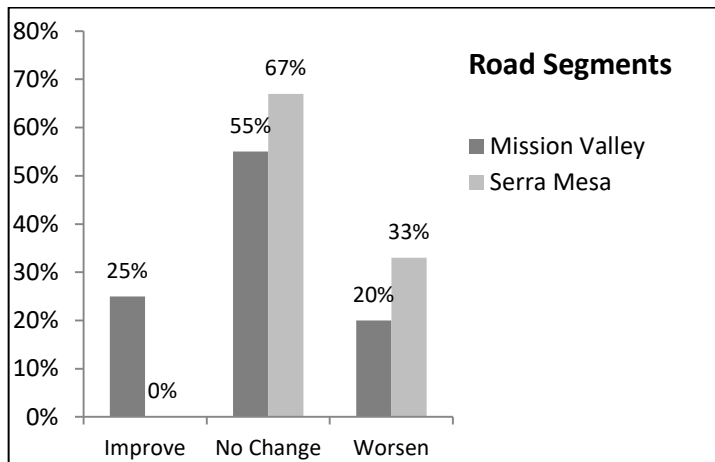


Murray Ridge I-805 NB on-ramp **PM delay increases 43 min**; queuing from 0 to 17,516 ft (3.3 mi) (Long-Term Without in Comparison to With the Roadway Connection, TIS, Table 7-4)

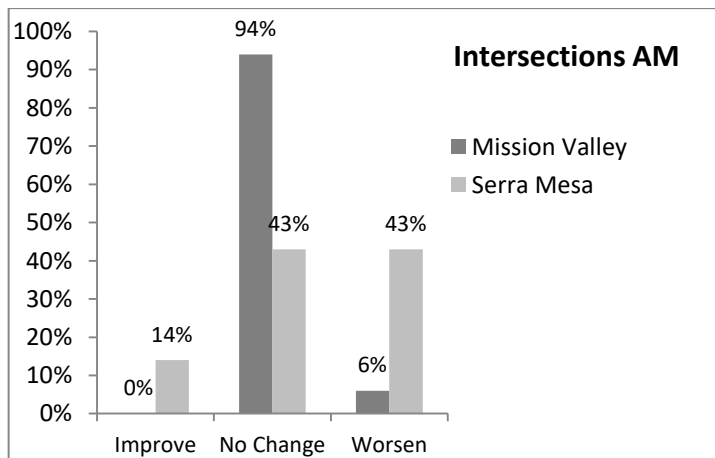
Freeway: "...would result in significant impact at six freeway segments" (FEIR, p. 5.2-38)

Bridge: 61% more vehicles on I-805 bridge.

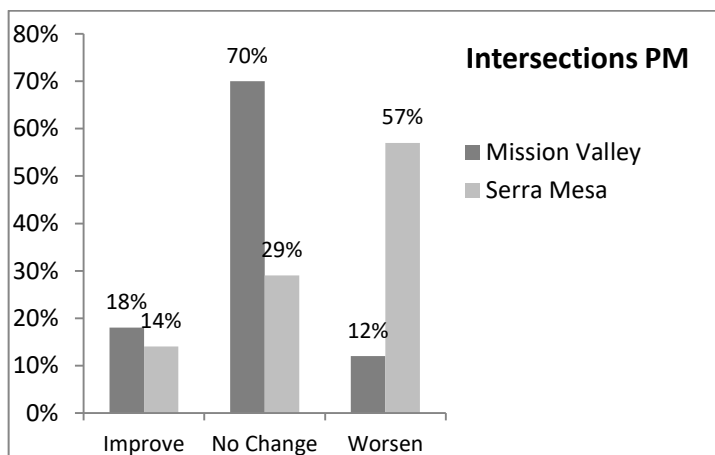
Roadway Segments and Intersections: Charts based on FEIR, Tables 5.2-16 and 5.2-17. Actual data counts conducted from 2011-2013. Data analysis is in the Appendix.



In both Serra Mesa and Mission Valley the greatest percentage of the roadway segments will receive the same LOS level. Also, **in Serra Mesa $\frac{1}{3}$ of the segments will worsen and none will improve.**



Mission Valley traffic will not improve at all, only worsen and 43% of Serra Mesa will worsen, while 43% will not change.

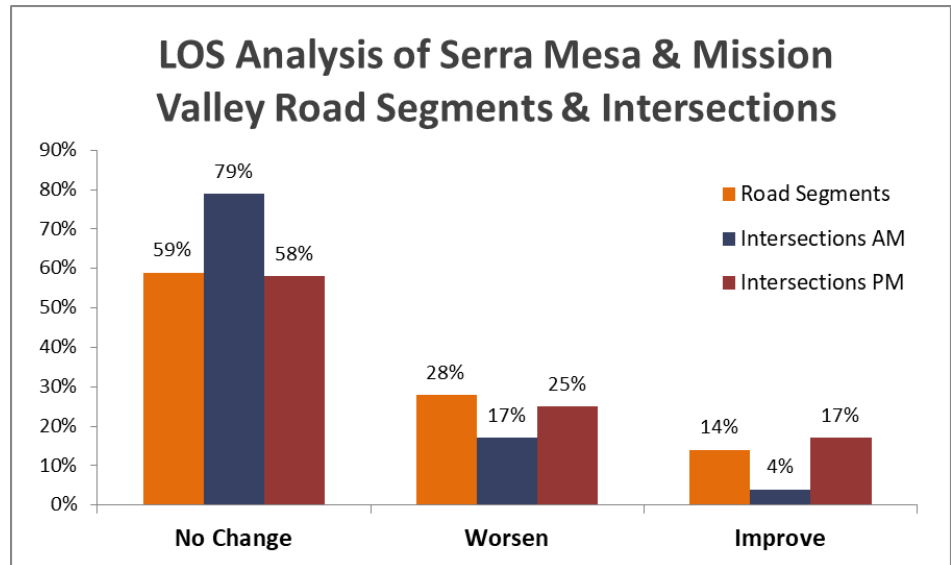


In Mission Valley 70% of the intersections won't change LOS level while in Serra Mesa more than half of the intersections will worsen.

Conclusion: The road connection won't help most of the roadway segments and intersections in Mission Valley and will worsen ones in Serra Mesa.

This chart combined the Serra Mesa and Mission Valley data that were shown in previous page.

Conclusion: More than 50% of the road segments and intersections with No Change. More segments and intersections will worsen than improve. Civita becomes a thoroughfare when it was intended as Smart Growth.



Six freeway segments

will be impacted. Queuing for freeway ramps significantly increases from 7 to 31 minutes at I-805 SB ramp (PM), from 0 to 9 minutes at I-805 NB ramp (AM), and 0 to 43 minutes at I-805 NB ramp (PM).

Climate Action Plan

Connection Discourages Strategies Adopted by City

Strategy 3: Bicycling, Walking, Transit & Land Use	Supports/Encourages Strategy	
	With Road Connection	Without Road Connection
Mass Transit	No – Decrease safe access	Yes
Commuter Biking	No - Mitigations require removal of bike lanes	Yes
Commuter Walking	No– Decrease safe access	Yes
Promote Effective Land Use to Reduce Vehicle Miles Traveled	Study validity ¹ , Baseline data ² , SANDAG's Model ³ , & Validity of VMT Study ⁴ Questioned	Unknown

¹Inconsistency: Project Influence Area determination based on SANDAG Series 12, which contains inaccurate information (refer to SMPG Recirculated DEIR response letter, p. 12).

²Baseline Data: "Building new roadways, adding roadway capacity in congested areas, or adding roadway capacity to areas where congestion is expected in the future, typically induces additional vehicle travel." (Refer to SMPG Recirculated DEIR response letter, p. 13) Logically the VMT should not decrease. SMPG asked a number of questions about the validity of the baseline that was used.

Additionally, Final VMT Implementation Guidance – Not published by state (as of July 2017); VMT Metrics – Not adopted by City of San Diego; Other Projects: Not clear if VMT included considerations and adjustments for the numerous other Mission Valley projects. Refer to the Findings section in this document for details.

³SANDAG's Model– Investigative report indicates Series 12 lacked quality controls. Refer to Findings section in this document for details.

⁴Validity of VMT Study– Numerous questions raised about the analysis. Refer to Findings section in this document for details.

Impact of Road Connection on Civita

Traffic Will Double

Long-term traffic will increase 100% (10,457 ADTs without project to 20,919 ADTs with project) on Via Alta from Civita Boulevard to Franklin Ridge Road. The residences have minimal setback from the street. These homes will be contending with noise and air pollution from vehicles traveling up a steep grade and idling.

Near-Term baseline without Project for Murray Ridge Road between Mission Center Road and I-805 ramps is 23,814 ADTs. The Civita situation is currently comparable to the traffic, noise, and air pollution impacts experienced by the residents on the Murray Ridge Road segment between Mission Center Road and I-805 ramps.

Note: Murray Ridge is flat so the air pollution wouldn't be exactly the same and the Civita residents are actually closer to the road and denser. To envision the future for the Via Alta residents, current impacts on the Murray Ridge residents (shown below) could be evaluated.



Murray Ridge Rd

Mission Center Rd

Traffic Conclusion

Traffic Will Worsen With Connection

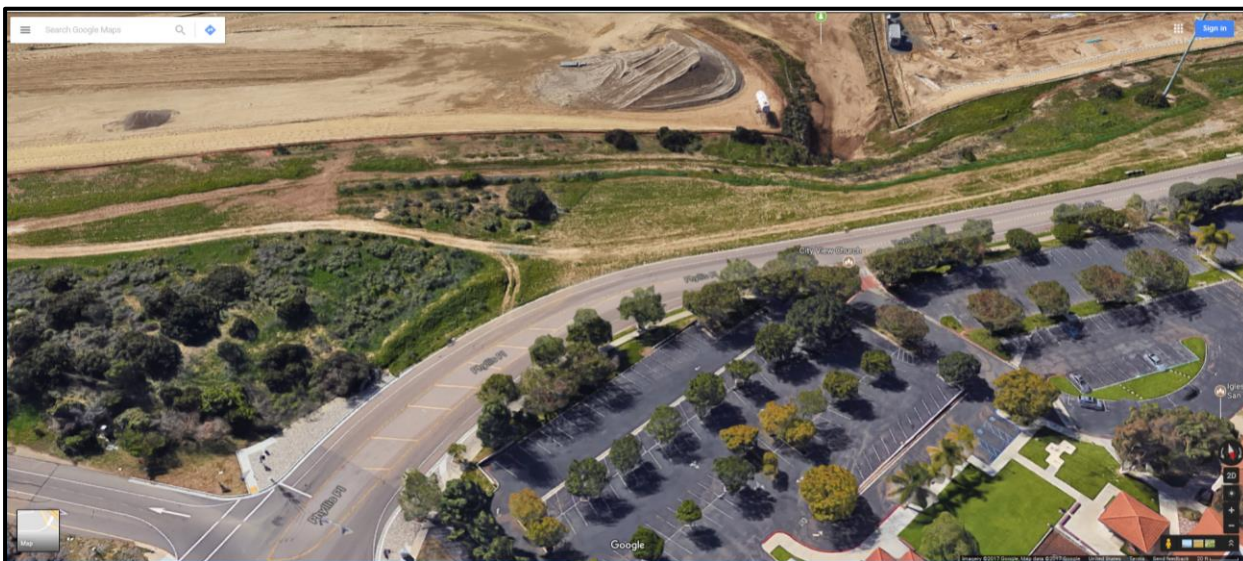
- Circulation – Worsens in Serra Mesa and doesn't help most of the Mission Valley intersections and segments which were studied.
- VMT – Questions raised regarding accuracy of SANDAG data, SANDAG's Series 12 Travel Forecast Model, validity of VMT study (refer to Findings section for details and Surpi testimony in Appendix)
- Roadway Widening or Construction – The road connection affects the residential area of Civita by creating an arterial road and defeating the Mobility Element goal of the General Plan "Improved performance and efficiency of the street and freeway system by means other than roadway widening or construction." (ME-36, City of San Diego General Plan)
- Auto-Dependency – The City of Villages growth "strategy calls for redevelopment, infill, and new growth to be targeted into compact, mixed-use, and walkable villages that are connected to the regional transit system" (ME-5, City of San Diego General Plan). The emphasis is on the transit system. A roadway connection defeats this purpose and encourages auto-dependency.

Other Impacts

Noise and Air Pollution - Increase To Sensitive Receptors

The ADTs on Phyllis Place will increase from 2,420 (existing) to 34,540 (2035). A huge traffic increase into a residential community brings with it by definition additional safety and quality of life issues (noise, accidents, parking, and pollution for example). The noise and air quality impacts weren't adequately studied, especially on the sensitive receptors, 56 multifamily retirement/Senior units located across and to the west of the roadway connection.

Mitigations



Shown above Phyllis Place, I-805 SB on-ramp, and City View Church. Mitigation requires Phyllis Place from Franklin Ridge Road to I-805 SB ramps be widened to accommodate 5 total lanes and a median and Murray Ridge/I-805 SB on-ramp be widened to add an additional lane.

This violates a goal of the City's Transportation Demand Management section in the Mobility Element of the General Plan:

"Improved performance and efficiency of the street and freeway system, by means

Mitigation Summary

Mitigation Analysis

Mitigation Summary

Six Mitigations Require Bike Lane Removal Implementation Would Violate City's Land Use & Mobility Policies

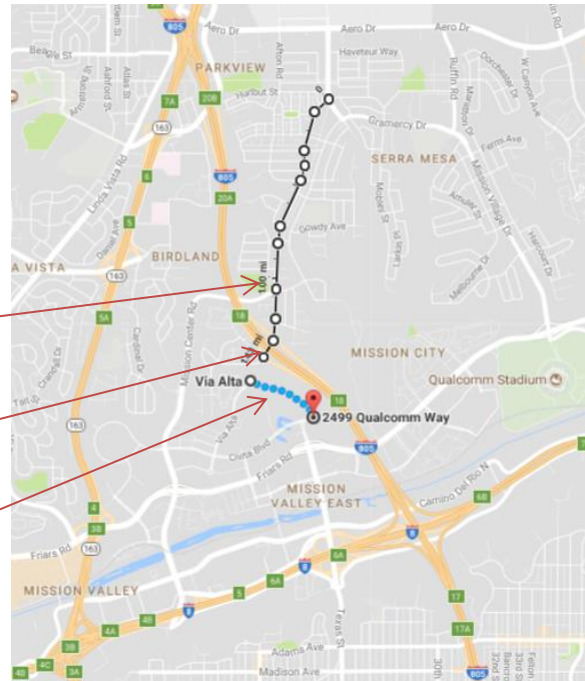
When the Quarry Falls project was approved Serra Mesa fought to keep the bike lanes on Murray Ridge.

MMRP doesn't list these mitigations that require bike lane removal.

Murray Ridge

Phyllis Place - bridge

Franklin Ridge



Mitigation, Monitoring, Report Program (MMRP)

The mitigations listed in MMRP are MM-TRAF 3, 4, 5, 6, 7, 11, 12, 17, 18, and 19; 6 of 19 mitigations that require bike lane removal will not be done, therefore the impacts will remain unmitigated, significant and unavoidable.

MMRP Mitigations - Feasible and Less Than Significant Impact

- 2 Mission Valley mitigations (MM-TRAF 7 and 17) out of 19 mitigations
- 2 Serra Mesa mitigations (MM-TRAF 3 and 11) out of 19 mitigations
- 5 I-805 ramp mitigations (MM-TRAF 5, 6, 15, 16 and 18) out of 19 mitigations
- 2 mitigations (MM-TRAF 4 and 12) out of 19 mitigations were required prior to Phase 1 of Civita (refer to Quarry Falls FPEIR), but haven't been implemented

MMRP Mitigation – May Not Be Feasible: Limited ability to implement

MM-TRAF-19, relocation of City View Church driveway, may not be feasible. The state CEQA Guidelines define feasibility as “capable of being accomplished in a successful manner within a reasonable period of time taking into account economic, legal, social, technological, or other considerations.”

Mitigation Analysis - Refer to chart on next page.

Mitigation Analysis

Mitigation Measure: MM-TRAF-	Consideration: Legal, social, technological, other	Remove Bike Lanes	Widen	Significant Unavoidable	Less than Significant	MMRP
1: Near Term; 9: Long Term Murray Ridge restriped from Mission Center to Pinecrest to 2 lanes in each direction and center left-turn lane	Violates land use & mobility policies	✓✓ 1 & 9		✓✓ 1 & 9		
2: Near Term; 10: Long Term Murray Ridge restriped from Pinecrest to Sandrocks to 2 lanes in each direction and center left-turn lane	Violates land use & mobility policies	✓✓ 2 & 10		✓✓ 2 & 10		
3: Near Term; 11: Long Term Phyllis Pl shall be widened from Franklin Ridge to I-805 SB ramps to 5 total lanes with median	Questions (land for widening; park)		✓✓ 3 & 11		✓✓ 3 & 11	✓✓ 3 & 11
4: Near Term; 12: Long Term Phyllis Pl restriped from I-805 SB ramps to I-805 NB ramps to total of 5 lanes	Phase 1 – Quarry Falls project Not done				✓✓ 4 & 12	✓✓ 4 & 12
5: Murray Ridge & I-805 NB ramps- off-ramp approach restriped, the EB approach restriped, WB approach reconfigured and NB on-ramp widened	Not included in Caltrans plans		✓		✓	✓
6: Murray Ridge & SB ramps- EB approach widened to 2 through lanes and exclusive right-turn lane; SB on & off ramps widened	Not included in Caltrans plans		✓		✓	✓
7: Qualcomm Way & Friars Rd WB ramps reconfigured (requires widening)			✓		✓	✓
8: Franklin Ridge widened to 2 lanes in each direction & center left-turn lane	Violates land use & mobility policies	✓	✓	✓		
13: Rio San Diego from Qualcomm Way to Rio Bonito Way reconfigured to include median	Uncertainty in being able to implement			✓		
14: Murray Ridge Rd & Sandrocks reconfigured for left-turn lanes in both NB & SB directions to allow through movements & left turns	Violates land use & mobility policies	✓		✓		
15: Murray Ridge & I-805 NB ramps- off-ramp approach restriped, the EB approach restriped, WB approach reconfigured and NB on-ramp widened	Not included in Caltrans plans		✓	✓		
16: Murray Ridge & SB ramps- EB approach widened to 2 through lanes and exclusive right-turn lane; SB on & off ramps widened	Not included in Caltrans plans		✓	✓		
17: Via Alta & Franklin Ridge intersection- convert EB through/right turn lane to left/through/right-turn					✓	✓
18: Fair share contribution towards additional ramp on I-805 SB on-ramp	Not included in Caltrans plans				✓	✓
19: City View Church driveway relocated as part of 4-way intersection design	Implementation limited			✓		✓
Total out of 19		6 (32%)	8(42%)	10 (53%)	9(47%)	10 (53%)

Findings for Statement of Overriding Considerations

Analysis of Benefit Without and With Roadway Connection

Benefit	With Connection	No Connection
1. Resolve inconsistency between community plans	No – Contradiction still in MVCP; Could resolve during update	Yes - Could resolve during MVCP update
2. Improve Local Mobility	No – Adds access, but congestion & safety slows mobility	Yes - Bike and pedestrian trails mandated
3. Improve efficiency of local circulation network	No – More congestion could lead to less efficiency	Yes - No vehicular link; Less congestion; May reduce vehicular use; Increasing walking and bicycle efficiency
4. Improve emergency access	No – Improves for 1 of 3 stations; Congestion not studied	Yes – Emergency access exists at Kaplan; Less congestion
5. Reduce regional VMT	Data and Study validity questioned	Yes – May reduce vehicular use; Decreasing VMT

Response to Findings

1. The Proposed Project is consistent with the Mission Valley Community Plan and resolves the inconsistency between the Mission Valley and Serra Mesa Community Plan.

Inconsistency: The Mission Valley Community Plan contains contradictory statements. This statement was not included in the FEIR, “*Streets serving new development should be connected to the road network and not to major streets serving residential areas in the mesas.*” (MVCP, p. 56) Approving a road connection will not correct this statement.

General Plan Goal, Mobility Element: An interconnected street system that provides multiple linkages within and between communities.

Serra Mesa already has three direct links with Mission Valley via Mission Center Road, Mission Village Drive, and emergency access with pedestrian and bicycle access at Kaplan Drive and Aperture Circle. Mission Center Road is only ¹/₄ mile from the I-805 (north and south) on and off ramps. Civita has direct access to Mission Center Road, Kaplan Drive and Aperture Circle.

- 2: The Project improves local mobility in the Serra Mesa and Mission Valley planning areas and completes the pedestrian and bicycle network connection with the Mission Valley trolley stations and the region's transit system.

The finding has not been met.

Congestion – Gridlock will occur at peak hours on Phyllis Place, a single entrance/exit, limiting mobility for 200+ single family dwelling and 56 retirement/Senior home residents west of Franklin Ridge. The required improvement to Mission Center Road, if connection isn't approved, wasn't mentioned.

This objective has already been met by:

Bicycle Trail, not mentioned in the FEIR, between Civita and Phyllis Place Park is mandated in the Quarry Falls FPEIR and the Quarry Falls Specific Plan with or without the road connection. This bicycle trail can complete a bicycle connection from the Phyllis Place Park to the Rio Vista trolley stop. Bicycle access along a road connection is redundant. With connection mitigations bike lanes will be removed decreasing local mobility.

Pedestrian Trails between Civita and Phyllis Place Park is mandated in the Quarry Falls FPEIR and the Quarry Falls Specific Plan with or without the road connection. This pedestrian trail will improve pedestrian connectivity from Phyllis Place Park and the Rio Vista trolley stop. Pedestrian access along road connection is redundant.

- 3: The project improves the efficiency of the local circulation network for buildout of these communities.

This finding has not been met.

Vehicle Congestion: The analysis of the vehicle congestion is included in the bar charts in this document and the data used for this analysis is in the appendix. The conclusion is the road connection won't help most of the roadway segments and intersections in Mission Valley and will worsen ones in Serra Mesa. Six freeway segments will be impacted and queuing for freeway ramps increases.

Local Circulation Network Efficiency will be impacted negatively by congestion. The FEIR states "The proposed roadway does not reduce congestion at every location studied within the traffic impact study area. Rather, the proposed project would provide more direct linkages between Serra Mesa and Mission Valley and would allow additional options for regional access via the freeway system." (FEIR, p. 147 of 1422) An option already exists with Mission Center Road. The required improvement to Mission Center Road, if connection isn't approved, wasn't mentioned.

- 4: The Project improves emergency access in the area, potentially reducing emergency response times associated with police responders and evacuation route options between the Serra Mesa and Mission Valley planning areas.

This finding has not been met. There are questions regarding the validity of the study, the need for another emergency access point, and the impact of additional traffic congestion on emergency access in the area.

Fire and Police Response Times - The City has not provided documentation as requested by the Serra Mesa Planning Group in their letter of response to the Recirculated DEIR to prove the validity of the methodology that was used for calculating access. SMPG asked numerous questions about this study which used a summation of travel times. The community access travel times need further investigation and validation.

The City Council in Resolution #304297 requested that staff analyze “Whether police and fire response time would be improved with road connection.” But when asked about including an in-depth study of fire and response times, the response was “There was no requirement within the City Council Resolution to conduct an indepth study of police and fire response times. As detailed within Section 7.7, the proposed project does not include a residential housing component; therefore, no increase in residential population would occur that may increase call volumes for fire-rescue services.” (FEIR, BQ-6, p. 449 of 1422) Yet, an in-depth study could provide the decision makers with the information they need for making an informed decision.

Also, in the FEIR is this statement “As confirmed with the San Diego Fire-Department and the San Diego Police Department that additional access points (such as the proposed roadway connection) generally improve emergency access and associated response times and, as indicated in Table 5.2-23 of the DEIR, driving times to hospitals and fire stations would be reduced with the project.” (FEIR, BQ-6, p. 449 of 1422) This is a general statement and not specific to this roadway connection.

Also, when asked if the emergency access at Kaplan Drive and Aperture Circle was included in the analysis, the response was “Moreover, the analysis related to emergency access did include Kaplan Drive as emergency access, and the results indicated that emergency access with the proposed project would improve compared to the existing condition. Please also see Table 8-1 within Appendix C.” (FEIR, BQ-6, p. 449 of 1422) A reference in Appendix C that the emergency access at Kaplan Drive and Aperture Circle was included in the analysis couldn’t be found.

Traffic congestion will increase with Phyllis Place ADTs from 2,420 to 34,530 (Long Term), I-805 SB on-ramp delay of 31 minutes (Long Term) and NB on-ramp delay of 43 minutes (Long Term). This could have an impact on emergency access times.

Emergency Evacuation Routing –The Serra Mesa and Mission Valley communities have numerous evacuation routes. The Phyllis Place housing area and Civita have emergency access at Kaplan Drive in Serra Mesa and Aperture Circle in Mission Valley.

The FEIR 5.2.7.2, states “By introducing a connection between Mission Valley and Serra Mesa via the proposed road connection a second choice for evacuation could exist for these homes, but only in part. They would still have to get to the intersection of the newly created roadway to Mission Valley using Phyllis Place as a two-lane roadway. Consequently, there is limited additional benefit to these more than two hundred homes for evacuation by having a road connection, and all of the other surrounding communities have multiple ingress or egress routes.”

- 5: The Project provides a more direct and efficient travel route, resulting in a reduction in regional vehicle miles traveled (VMT), which is consistent with the Climate Action Plan’s overarching land use and transportation strategy.

This finding has not been met.

Accuracy of SANDAG Data – *There are questions in the Serra Mesa Planning Group’s Recirculated DEIR response letter, Letter G (G87-92), regarding the inaccuracy of the SANDAG data used in the analysis that weren’t answered. Examples of inaccuracies were quoted in the letter.*

SANDAG’s Series 12 Travel Forecast Model Accuracy – *The Report On Independent Examination Of Measure A Revenue Estimate Communications states, “A forecasting error was because its Series 12 and 13 regional growth forecasts lacked sufficient quality controls.” (p. 31) How accurate is the information?*

Validity of VMT Study Questioned – *Questions have been raised in the Recirculated DEIR response letters from Gabriela Surpi, Letter CN, about the validity of the VMT study. Specifically, Ms. Surpi, wrote “The study lacks authorship, lacks description of the specific assumptions and methods used, and looks unprofessional as if put together in a rush to not miss a deadline. Following suit with its unreliable presentation, its main claim is completely absurd: a reduction of -0.32% VMT calculated as the difference between the estimated VMT With Project and Without Project. Why is this claim absurd? Because the estimated VMT With Project and Without Project in 2017 (1,523,630 and 1,518,696 respectively) are exactly that, estimations, and as such they carry also an estimated margin of error that needs to be taken into account. If such estimations have even a minuscule margin of error of 0.16% then the prediction claimed is invalid. With a forecast model being used to estimate each of these predictions, an error as small as 0.16% is impossible, so the reduction of VMT claimed is invalid. For example if $C = A - B$ and we estimate $A = 1000 \pm 10$ and $B = 1001 \pm 10$ then C could be anything between -21 and 19 and claiming that $C = -1$ is invalid.” (Comment CN-28)*

Flaws in FEIR*

- Omissions – bike trail
- Omission in discussion – Mission Center and Mission Village provide direct link
- Violates City policies and goals –congestion relief, walkable community, bicycling, fosters auto dependency, etc.
- Traffic Impact Study (TIS) and Analysis Inadequate - traffic counts outdated (older than 2 years), queuing impacts not studied, not comprehensive (adjacent streets not studied), data for VMT analysis inaccurate, VMT study inaccurate
- Air Quality & Noise Analysis Validity – sensitive receptors not studied, based on TIS
- FEIR objectives don't agree with Resolution mandates; objectives not met
- Inconsistencies – Mission Valley Community Plan, TIS study, VMT analysis
- Mitigation analysis inadequate and many mitigations infeasible
- Conclusion for each area (alternatives; noise, traffic, VMT, and impact analysis) was reached based on inaccurate studies and without considering pertinent information.

Conclusion

Deny the Certification of the Final EIR. Deny approval of a resolution amending the Serra Mesa Community Plan to include a street connection.

- ▶ FEIR - seriously flawed
- ▶ Mitigations – many infeasible
- ▶ Greatly impacts two communities – Both communities involved oppose connection!
- ▶ Emergency, pedestrian, bike access already exists
- ▶ Safety issues with connection and mitigations
- ▶ Negatively impacts congestion and mobility; fosters auto dependency
- ▶ Mission Valley Community Plan conflict with Serra Mesa Community Plan can be resolved during Mission Valley Community Plan update

Appendix

References

Grade of Roadway Connection

Traffic Data Analysis Tables

*Gabriela Surpi Testimony at Planning Commission Hearing
on August 24, 2017*

Fire Department Email Trail

Fire Access Roadways CFC Section 503

References

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SDBIKECOMMUTER.COM, posted at <http://sdbikecommuter.com/forums/comments.php?DiscussionID=468>.

Serra Mesa Community Council Response Letter 2017 and Serra Mesa Planning Group Response Letter 2017 and Position Statement 2017 posted at <http://www.serramesa.org/hot-topics/>.

Note: Maps are primarily from Google or extracted from the Serra Mesa Community Plan Amendment Roadway Connection Project: Final Environmental Impact Report.

Grade of Roadway Connection

LETTERS OF COMMENTS AND RESPONSES

WW-5 Comment indicates that the road would be less than 10%, a deviation from standards has been submitted.

The SMPG letter of response to the Recirculated DEIR asked about the grade. The City did not provide documentation that the grade is 7%.

COMMENT	RESPONSE
<p>WW-1.</p> <p>-----Original Message----- From: Dicken [mailto:mdicken@sdsu.nyu.edu] Sent: Monday, January 07, 2008 4:54 PM To: Mirasol, Marilyn Subject: Project No. 49068 - Quarry Falls</p> <p>Marilyn Mirasol Environmental Planner City of San Diego</p> <p>RE: Project No. 49068, Quarry Falls</p> <p>Ms. Mirasol:</p> <p>In reviewing the Draft Environmental Impact Report for the above-referenced Project No. 49068, I discovered a number of items that I believe are in error, and also found that a few important, as I view them, items have been omitted. I would therefore like to enumerate them for your consideration prior to creating the Final Environmental Impact Report for the Quarry Falls project. I would like to preface my comments with the statement that I totally agree with the conclusion stated on Page ES-19, that Alternate 3 - Reduced Density Alternate, is totally superior to the project itself and to all other alternatives.</p> <p>WW-1</p> <p>WW-2</p> <p>WW-3</p> <p>WW-4</p> <p>WW-5</p> <p>1 - On Table of Contents, Section 11.0 on Page 4, all referenced page numbers after "Traffic Circulation", beginning on Page 11-3 are in error. Apparently, that section was increased by two pages. Please verify these page numbers.</p> <p>2 - On List of Acronyms and Abbreviations page 4, "RS-1-2" should be defined as "Single Family Residential", not "Shingle Family Residential". The "R" is a typo, needing elimination.</p> <p>3 - On Page 10-30, the identification of Alternate 4 is shown as: "10.2.4". Correctly, it should be shown as: "10.2.5".</p> <p>4 - In the Executive Summary, in the discussion of Alternate 4 - Road Connection to Phyllis Place, on Page ES-18, the statement "Minor modification to the proposed grading plan would generate the necessary additional fill material." is definitely misleading. The intersection of Franklin Ridge with Via Alta would be raised about 25 to 30 feet from its proposed elevation, higher than a two-story building, to accommodate the connection to Phyllis Place. Then, to blend in with the adjacent grading as shown, hundreds of thousands of cubic yards of fill (this is not a "minor" amount) would have to be created by redesign of the project, or imported from an off-site location. Additionally, Franklin Ridge would have to be redesigned to be in excess of 5 percent grade for its entire length from Quarry Falls Boulevard to Phyllis Place, excepting the short, City-required flattening at its intersection with Via Alta. That is a distance of over 2,000 feet. For comparison, Balboa Avenue from Moraga Avenue to Claremont Drive, while slightly longer in distance, is at a slope of less than 7 percent, or only 3/4 as steep. Also, the statement on Page 10-35 that there would be no difference in the air quality is equally untrue, in that many thousands of vehicles per day slowly pulling up that steep slope to access 1-805 via Phyllis Place, would cause much congestion and a great increase in air pollution. Please see my Comments Nos. 8 and 10, which address this in more detail.</p> <p>5 - Furthermore, after admitting that "More impacts to freeway segments would occur under this alternative", and also that there would be a conflict with the Serra Mesa Community Plan (which major revision should also be noted in the paragraph on page ES-4 that details necessary actions to be taken), and also that an existing high-pressure gas main would</p>	<p>WW-1. Comments noted. No responses are necessary.</p> <p>WW-2. Comments noted. Corrections have been made to the Table of Contents to accurately reflect page numbering for Section 11.0.</p> <p>WW-3. The typo has been corrected.</p> <p>WW-4. This correction has been made.</p> <p>WW-5. Quarry Falls has been designed to accommodate a project that would not preclude a road connection from Mission Valley to Phyllis Place. The elevation of the intersection of Via Alta and Franklin Ridge Road would not need to be modified to accommodate the road connection; therefore, Franklin Ridge Road would not need to be redesigned. A Preliminary Road Profile Evaluation for the segment of Franklin Ridge Road to Phyllis Place has been prepared by TCB/AECOM that determined the grade of the road would be less than 10%; a deviation from standards has been submitted and conceptually approved by the City of San Diego for Franklin Ridge Road.</p> <p>A more detailed grading plan has been prepared for this design which identifies approximately 50,000 cubic yards of fill necessary to implement this alternative; this represents approximately 4% of the 1.35 million cubic yards of cut/fill necessary to implement the grading for the proposed project. The additional fill material would be generated from the minimal lowering of development pads; for example, a reduction in elevation of 6 inches on 62 acres of development area would generate the necessary fill material for the road connection alternative.</p> <p>Relative to air quality and emissions from vehicles slowly traversing the grade, please see response no. H-2.</p>

QUARRY FALLS Program EIR
July 2008

Response to Comments - 270

Width, Right-of-Way	120 ft. (36.0 m)
Design ADT	LOS C 30,000 LOS D 35,000
Design Speed	55 mph (90 km/h)
Width (includes bike lanes and 16 ft. (4.8 m) raised center median), Curb-to-Curb ^{1,2}	76 ft. (22.8 m)
Maximum Grade	7%
Minimum Curve Radius	1,850 ft. (585 m) with no superelevation 1,350 ft. (430 m) with 2% (min.) superelevation 880 ft. (275 m) with 10% (max.) superelevation
Land Use	Single Dwelling Residential-no front or side yards; Multiple Dwelling Residential-no front or side yards; Community Commercial-front yards; Regional Commercial; Commercial Office; Visitor Commercial; Church; Public Building; Industrial; Open Space
Parkway	U-4 (b)

- ¹ When additional 10 ft. (3.0 m) of approaches to intersecting four- or six-lane streets to provide a minimum of 250 ft. (75 m) of two-lane left-turn storage, exclusive of transitions. Receiving lanes for dual lefts shall be 12 ft. (3.6 m) wide. In instances where supporting information exists, such as an approved traffic impact study, showing clearly that dual left-turn lanes would not be warranted, the standard curb-to-curb width may be permitted.
- ² At intersections, a minimum 6 ft. (1.8 m) wide refuge island shall be maintained in the center median.

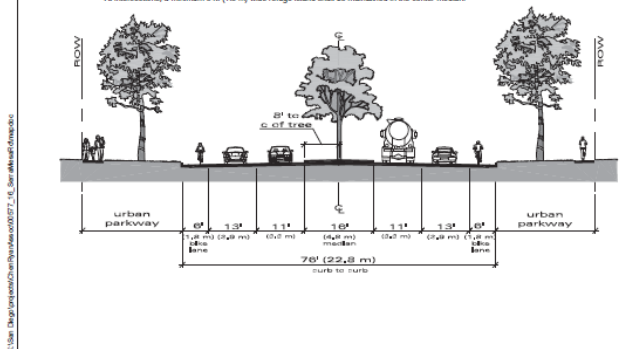


Figure 3-7
Standard Four-Lane Major Roadway Cross-Section

The roadway connection is a four-lane major street.

The City's Street Design Manual indicates that the maximum grade for a four-lane major roadway is 7%.

Above 7% requires a deviation.

Traffic Data Analysis

Intersection AM Analysis: Long-Term Baseline Cumulative vs Long-Term Cumulative with Project*

Intersection	LOS Without Project		LOS With Project		Change in LOS**					
					Improve		No Change		Worsen	
	MV	SM	MV	SM	MV	SM	MV	SM	MV	SM
1. Friars Rd & River Run Rd	B		B				X			
2. Friars & Fenton Pkwy	C		C				X			
3. Friars Rd & Northside	B		B				X			
4. Mission Center Rd & Murray Ridge/Phyllis Pl		E		C		X				
5. Mission Center Rd & Aquatera	B		B				X			
6. Mission Center Rd & Civita Blvd	C		C				X			
7. Mission Center Rd & Westside Dr	B		B				X			
8. Mission Center Rd & Friars Rd/EB ramps	B		B				X			
9. Mission Center Rd & Friars/WB ramps	B		B				X			
10. Mission Center Rd & Mission Center Ct	C		C				X			
11. Aero Dr & Sandrock Rd		B		B				X		
12. Murray Ridge Rd & Sandrock Rd		B		B				X		
13. Murray Ridge & Pinecrest Ave		B		B				X		
14. Murray Ridge & I-805 NB ramp		B		C						X
15. Murray Ridge & I-805 SB ramp		C		E						X
16. Qualcomm Wy & Friars EB ramp	C		C				X			
17. Qualcomm Wy & Friars WB ramp	C		C				X			
18. Qualcomm Wy & Rio Bonito Wy	C		C				X			
19. Rio San Diego Dr & Rio Bonito Wy	B		B				X			
20. Phyllis Pl & Franklin Ridge Rd		-		A						X***
21. Via Alta & Franklin Ridge Rd	D		D				X			
22. Via Alta & Civita	B		B				X			
23. Civita Blvd & Russell Pkwy/Gill Village Dr	A		B						X	
24. Qualcomm Wy & Civita Blvd	B		B				X			
Total	17	7			0	1	16	3	1	3
% of Total by Community					0%	14%	94%	43%	6%	43%
Both Mission Valley & Serra Mesa					0+1=1 (4%)		16+3=19 (79%)		1+3=4 (17%)	

*Data from Table 5.2-17

**MV=Mission Valley; SM=Serra Mesa

***Starting data is 0; adding traffic impacts it

Analysis for Intersections AM

- Serra Mesa Intersections: 14%, improve; 43%, no change; 43%, worsen
- Mission Valley Intersections: 0%, improve; 94%, no change; 6%, worsen

Intersection PM Analysis: Long-Term Baseline Cumulative vs Long-Term Cumulative with Project*

Intersection	LOS Without Project		LOS With Project		Change in LOS**					
					Improve		No Change		Worse	
	MV	SM	MV	SM	MV	SM	MV	SM	MV	SM
1. Friars Rd & River Run Rd	C		C				X			
2. Friars & Fenton Pkwy	C		C				X			
3. Friars Rd & Northside	E		E				X			
4. Mission Center Rd & Murray Ridge/Phyllis Pl		F		D		X				
5. Mission Center Rd & Aquatera	B		B				X			
6. Mission Center Rd & Civita Blvd	D		C		X					
7. Mission Center Rd & Westside Dr	C		C				X			
8. Mission Center Rd & Friars Rd/EB ramps	C		B		X					
9. Mission Center Rd & Friars/WB ramps	C		C				X			
10. Mission Center Rd & Mission Center Ct	D		D				X			
11. Aero Dr & Sandrock Rd		C		C				X		
12. Murray Ridge Rd & Sandrock Rd		D		E						X
13. Murray Ridge & Pinecrest Ave		B		B				X		
14. Murray Ridge & I-805 NB ramp		D		F						X
15. Murray Ridge & I-805 SB ramp		E		F						X
16. Qualcomm Wy & Friars EB ramp	E		E				X			
17. Qualcomm Wy & Friars WB ramp	F		E		X					
18. Qualcomm Wy & Rio Bonito Wy	D		D				X			
19. Rio San Diego Dr & Rio Bonito Wy	B		B				X			
20. Phyllis Pl & Franklin Ridge Rd		-		B						X***
21. Via Alta & Franklin Ridge Rd	B		F						X	
22. Via Alta & Civita	B		C						X	
23. Civita Blvd & Russell Pkwy/Gill Village Dr	C		C				X			
24. Qualcomm Wy & Civita Blvd	C		C				X			
Total	17	7			3	1	12	2	2	4
% of Total by Community					18%	14%	70%	29%	12%	57%
Both Mission Valley & Serra Mesa					3+1=4 (17%)		12+2=14 (58%)		2+4=6 (25%)	

*Data from Table 5.2-17 **MV=Mission Valley; SM=Serra Mesa ***Starting data is 0; adding traffic impacts it

Analysis for Intersections PM

- Serra Mesa Intersections: 14%, improve; 29%, no change; 57%, worsen
- Mission Valley Intersections: 18%, improve; 70%, no change; 12%, worsen

Roadway Segment Analysis: Long-Term Baseline Cumulative vs Long-Term Cumulative with Project*

Roadway Segment	Mission Valley	Serra Mesa	LOS W/Out Project	LOS With Project	Change in LOS**					
					Improve		No Change		Worsen	
					MV	SM	MV	SM	MV	SM
Civita Blvd										
Mission Center Rd to Via Alta	X		B	A	X					
Via Alta to Russell Parkway	X		B	A	X					
Russell Pkwy to Qualcomm Wy	X		C	B	X					
Qualcomm Wy to Franklin Ridge	X		A	C					X	
Franklin Ridge Rd										
Via Alta to Civita	X		C	F					X	
Phyllis Place to Via Alta		X	O	D						X
Friars Rd										
Mission Center Rd to Qualcomm Wy	X		C	C			X			
Qualcomm Wy to Fenton Pkwy	X		C	C			X			
Fenton Pkwy to Northside Dr	X		C	C			X			
Mission Center Rd										
Hazard Center Dr to Friars Rd	X		D	D			X			
Friars Rd to Mission Center Drwy	X		C	C			X			
Mission Center Drwy to Mission Valley Rd	X		B	B			X			
Mission Valley Rd to Aquatera Drwy	X		C	A	X					
Aquatera Drwy to Murray Ridge Rd		X***	F	F				X		
Murray Ridge Rd										
I-805 NB ramp to Mission Center Rd		X	F	F				X		
Mission Center Rd to Pinecrest Ave		X	F	F				X		
Pinecrest Ave to Sandrock Rd		X	F	F				X		
Phyllis Pl										
Abbotshill Rd to Franklin Ridge Rd		X	A	A				X		
Franklin Ridge Rd to I-805 SB ramp		X	A	F						X
I-805 SB ramp to I-805 NB ramp		X	E	F						X
Qualcomm Way										
Civita Blvd to Friars Rd WB ramp	X		B	C					X	
Friars Rd WB to Friars Rd EB ramp	X		B	B			X			
Friars Rd EB ramp to Rio San Diego	X		B	B			X			
Rio San Diego Dr										
Qualcomm Wy to Rio Bonito Wy	X		E	E			X			
Russell Pkwy										
Civita Blvd to Friars Rd	X		C	C			X			
Sandrock Rd										
Murray Ridge to Aero Dr		X	D	D				X		
Westside Dr										
Mission Center Rd to Via Alta	X		C	D					X	
Via Alta										
Franklin Ridge Rd to Civita Blvd	X		A	C					X	
Civita Blvd to Westside Dr	X		A	A			X			
Total	20	9			4	0	11	6	5	3
% of Total by Community					25%	0%	55%	67%	20%	33%
Both Mission Valley & Serra Mesa					4+0=4 (14%)		11+6=17 (59%)		5+3=8 (28%)	

*Data from Table 5.2-16

**MV=Mission Valley; SM=Serra Mesa

***Most of this area is in Serra Mesa

Gabriela Surpi Testimony at Planning Commission Hearing on August 24, 2017

The conclusions of the Vehicle Miles Travel (VMT) analysis are invalid

Results are compatible with the proposed project increasing VMT

- The VMT analysis reported in Appendix H **does not include the names and qualifications of its authors**, despite that was requested to be included
- The overall EIR has more than 1200 pages, however little effort was put in preparing the VMT report, which **is minimal and only includes 6 pages**, 4 of which are just tables with data
- The VMT report looks as if put together in a rush, as a last desperate attempt to promote the project. Among the **mistakes**, a table lacks title and content, another table has an incomplete title, and the text has **typos**
- The VMT report **does not have any scientific rigor**
 - the forecasts are generated with the SANDAG model referenced in a white paper, however **it is not described what inputs go into the model, how the model uses them to make the forecasts**, and how dependent the model is on the accuracy of the inputs
 - the VMT **forecasts don't give any estimates of error**, which make them not credible from a statistical point of view
 - the near-term baseline for the VMT **does not use count data less than two years old as required by City guidelines**, it estimates the baselines from data collected in 2011 and 2013
- According to one of the principal authors of the white paper describing the methodology used for the VMT analysis
 - in general a calibrated model generates short term VMT forecasts within +/-7%, and up to +/-10%, of observed conditions for the region as a whole
 - **future-year scenarios** might include input assumptions, however the model calibration process does not address this. Even a well calibrated and validated travel demand model **will have a larger margin of error** the further out into the future you go

In summary, model **forecast values have at least a +/-7% margin of error. If forecast is in the future, errors are even larger. This is the case for the cumulative 2035 and also for the near term 2017** which was estimated from 2011/2013 data

- The report says the project would reduce VMT by -1.8% in the influence area and by -0.32% (yr 2017) and -0.28% (yr 2035) in the region. However, the report does not mention those values are well within the margins of error and then
 - the VMT analysis is **incorrect when states that the project would reduce VMT**
 - **the results of the VMT analysis are compatible with the proposed project increasing VMT**
- The VMT report conclusion **contradicts the original Traffic Impact Study by Chen Ryan included in Appendix C**, which concluded that 'the project would result in significant and unavoidable direct impacts after mitigation related to the topic areas of transportation/circulation' and 'significant and unavoidable cumulative impacts related to transportation/circulation'

Fire Department Email Trail Summary

Since the actual email trail is long, only a summary has been included.

From Moore, Cindy on May 16, 2016 to Kenneth Barnes, Assistant Fire Chief

A resident has contacted me about questions regarding the emergency access at Kaplan Drive. Here are the questions:

- Who has access to the key for the locked bollards?
- If an emergency arises in Serra Mesa and the Fire Department needs to travel from Mission Valley through Civita to Kaplan, are the roads through the Civita residential (Frame & Focus) wide enough to accommodate a fire truck?

From Trame, Larry, Assistant Fire Marshal on May 23, 2016

To answer the questions sent to the Chief via email:

- 1) Yes -- the roads in "Frame and Focus" by Shea homes development allow adequate SDFD access. This is part of the building department plan-check process for this new development. All the roads are fire lanes in "Frame and Focus" development.
- 2) The bollard locks (keys) are maintained only by Chelsea Chapman at SR Residential (HOA management company for "Frame & Focus" development) at (858 657 2184).
- 3) The current contractor locks on these four bollards (Shea Homes locks) will be removed this week by the Shea Homes construction superintendent (619-843-6367) and "breakaway locks" will be installed to allow SDFD easier access (if the bollards have to be removed to access Serra Mesa to Kaplan from the "Frame and Focus" development.)
- 4) The 9-1-1 operators do not have access to or any "remote operation" for these bollards. SDFD engines carry special equipment to remove these locks as necessary in an emergency.

From Trame, Larry on June 7, 2016 – Indicated the he spoke to Robert (Shea Homes) and the new "breakaway locks are installed on bollard at connection road to Frame and Focus homes.

From Perry, Douglas, Deputy Chief, Fire Marshal on June 7, 2016 – Included the above email trail

Fire Access Roadways CFC Section 503

Extracts - FBP Policy A-14-1, <https://www.sandiego.gov/sites/default/files/legacy/fire/pdf/access.pdf>

III. WHERE ROADWAYS ARE REQUIRED (CFC Section 503.2)

Buildings shall be accessible to emergency vehicle access. Fire apparatus access roadways shall be not less than 20 feet of unobstructed width; shall have an adequate roadway turning radius, and shall have a minimum vertical clearance of 13 feet 6 inches as per Development Services approval process. Access roads shall be extended to within 150 feet, 200 feet in sprinklered buildings of all portions of the first story of the building served (as measured around the exterior of the building), and shall be installed with an all-weather driving surface. All access, including bridges, shall support the imposed load of fire apparatus weighing at least 75,000 pounds.

IV. RED CURBS/PARKING SIGNS

The required width of access roadways shall not be obstructed in any manner, including the parking of vehicles. Where no space is provided for parking along access roadways, they shall be kept clear by the posting of signs or the painting of curbs as follows:

A. Owners or property representatives shall post the entrance to the required roadway with an approved sign. Sign shall read "NO PARKING FIRE LANE" in letters of 1" or greater in height. Signs shall be placed every 100 feet facing traffic at a height of 7 feet. Requests for placement variations, alternative sign designs, or omission of signs shall be submitted in writing and must be approved by the Fire Inspector II Liaison for DSD.

