



THE CITY OF SAN DIEGO

## REPORT TO THE PLANNING COMMISSION

DATE ISSUED: October 16, 2008 REPORT NO. PC-08-114

ATTENTION: Planning Commission Agenda of October 23, 2008

SUBJECT: Scripps Miramar Ranch Community Plan Amendment – Public Safety Related Facilities & Roadway Reclassification, Process Five

APPLICANT: City of San Diego City Planning & Community Investment Department, Planning Division

### SUMMARY:

Issue – Should the Planning Commission recommend approval to the City Council of amendments to the General Plan and the Scripps Miramar Ranch Community Plan to allow for additional public safety related facilities (i.e.. fire and medical) to adequately serve existing and future development and to reclassify a portion of Scripps Ranch Boulevard from a four-lane major street to a two-lane collector street? The proposed amendments are not related but are being processed concurrently for efficiency.

Mayor's Recommendation – Recommend **APPROVAL** to the City Council of an amendment to the General Plan and the Scripps Miramar Ranch Community Plan.

Community Planning Group Recommendation – On June 5, 2008, the Scripps Ranch Planning Group voted 14-0-0 to recommend approval of the proposed community plan amendments (Attachment 1).

Environmental Impact – The amendment related to adding language for additional public safety related facilities is not a “project” and is therefore not subject to CEQA per CEQA Guidelines Section 15060(c)(2). The amendment related to the reclassification of Scripps Ranch Boulevard from a four-lane major to a two-lane collector is exempt from CEQA pursuant to State CEQA Guidelines Section 15301(c) - Existing Facilities.

Fiscal Impact – All costs associated with the processing of the plan amendments are paid through General Fund monies budgeted for the City Planning & Community Investment Department.

Code Enforcement Impact – None

Housing Affordability Impact – None

## BACKGROUND

### *Public Safety Related Facilities*

The Scripps Miramar Ranch Community Plan identifies one fire station to serve the community, Fire Station 37, located on Spring Canyon Road between Scripps Lake Drive and Semillion Street (Attachment 2). The Fire-Rescue Department is concerned about their ability to provide adequate response to both existing and future development in the community. In order to achieve the national standard for emergency response coverage, the Fire-Rescue Department has asked the Scripps Ranch Community, Council District 5 and the City Planning & Community Investment Department for help siting new facilities. Fire-Rescue currently recommends at least one additional fire station be considered for the Scripps Ranch area. In response to their request, the City Council passed a resolution on March 14, 2008, to initiate an amendment to the Scripps Miramar Ranch Community Plan and directed the City Planning & Community Investment Department to prepare an amendment that adds language stating the need for additional fire stations to assure adequate response to the population (Attachment 3).

### *Scripps Ranch Boulevard Reclassification*

Scripps Ranch Boulevard, between Carroll Canyon Road and Aviary Drive, is currently improved as a two-lane collector street with a painted center median. The Scripps Miramar Ranch Community Plan currently classifies this portion of Scripps Ranch Boulevard as a Four-Lane Major Street. The existing Right Of Way for this segment could accommodate a four-lane major street pursuant to City of San Diego Street Design Manual design standards.

The Scripps Ranch Community, in coordination with Council District 5, Engineering & Capital Projects Department and the Public Facilities Financing Division of City Planning & Community Investment Department would like to proceed with a public improvement project to create a permanent two-lane collector street including a landscaped center median, on-street parking, class two bike lanes and sidewalks along this segment of Scripps Ranch Boulevard. However, because permanent improvements as a two-lane collector street would not be consistent with the community plan's classification, an amendment to the community plan is needed to reclassify this segment as a two-lane collector street. City Council passed a resolution on December 4, 2007, to initiate an amendment to the Scripps Miramar Ranch Community Plan to reclassify Scripps Ranch Boulevard, from Carroll Canyon Road to Aviary Drive, from a four-lane major to a two-lane collector (Attachment 4).

## DISCUSSION

### *Public Safety Related Facilities*

Fire Station 37 was placed into service in August, 2001. In FY 2002, Engine 37, which is assigned to the station, responded to 2,283 emergency incidents. With the opening of Fire Station 44 in Mira Mesa in May 2002, Engine 37's responses dropped to 699. However, since FY03 responses have increased to the current total of 1,578 in FY 2007 and the trend indicates this total will continue to climb. While the volume of Engine 37's emergency incident activity is acceptable and provides for added capacity, the ability of Engine 37 to arrive at the scene of an emergency within the national response time standard of five minutes or less 90% of the time is

compromised by the size of its response district. Ideally a fire station will cover an area of no more than nine square miles. However, Fire Station 37's response district is 22.5 square miles in size. In addition, because the fire station is situated at the north end of Scripps Ranch, it is difficult for Engine 37 to quickly reach emergencies which occur on the south side of the community. This difficulty is due to the combined impacts of long travel routes, relatively low road speeds and increasing traffic congestion.

Currently, Engine 37 meets the five minute response time standard 32% of the time whereas the City-wide average is 45%. Based upon analysis of computer response models, it is projected that a second fire station located in the south Scripps Ranch area would increase Engine 37's five minute response time to 43%. Moreover, emergencies occurring in south Scripps Ranch would be more quickly reached by the engine company assigned to the new fire station. Lastly, the ability to provide the national standard for an effective fire force of 15 Firefighters at a fire emergency within 9 minutes would increase from the current rate of 28% to 50% as compared to the City-wide average of 59%.

The main goal listed in the General Plan related to fire service is the protection of life, property, and environment by delivering the highest level of emergency and fire-rescue services, hazard prevention and safety education. The plan amendment would add language to the Public Facilities Element of the Scripps Miramar Ranch Community Plan stating the need for additional public safety related facilities for existing development and as development occurs in the community (Attachment 5). Although a specific location for a new fire station has not been determined, this amendment would allow the addition of a "project" in the Scripps Miramar Ranch Public Facilities Financing Plan for a second fire station and collection Facilities Benefit Assessment fees to pay for construction. This amendment is the first step to attaining the General Plan's goal of delivering the highest level of emergency and fire-rescue services for the community of Scripps Ranch.

#### *Scripps Ranch Boulevard Reclassification*

In 2005, the Engineering and Capital Projects Department requested Kimley-Horn and Associates evaluate the reclassification of Scripps Ranch Boulevard from a four-lane major to a two-lane collector between Carroll Canyon Road and Aviary Drive. The purpose of the evaluation was to determine potential traffic impacts associated with the reclassification. The summary of the evaluation has been provided as Attachment 6.

As stated previously, this segment of Scripps Ranch Boulevard is currently improved with two lanes, a painted center median and class three bicycle lanes (shared roadway/no striping). The reclassification would allow the continued use of this segment as a two-lane roadway with a raised, 14 foot landscaped center median, on-street parking, class two bike lanes (striped) and sidewalks all within the existing right-of-way. While vehicle congestion relief is an overall goal of the Mobility Element of the General Plan, the degree of acceptable vehicle congestion will vary in different locations based on the function for the roadway and the desired community character. Decisions that must balance the benefits and impacts of designing our transportation system for multiple modes of transportation will need to be made at the community plan level. As such, the traffic evaluation looked at existing traffic conditions and 2030 build-out conditions based on the current community plan, both with and without the reclassification. Although reclassification would reduce the design capacity of Average Daily Trips for this segment, the



evaluation concluded that no significant traffic impacts would occur and the Level of Service for this segment would remain at acceptable levels for both existing and build-out conditions. The proposed text and graphic changes to the community plan for the reclassification are provided as Attachment 7.

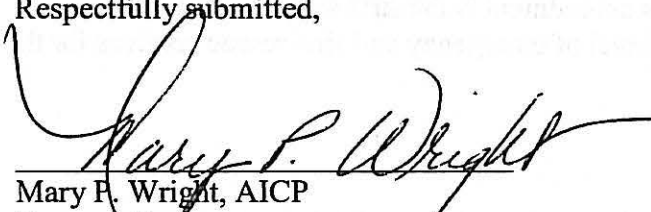
### CONCLUSION

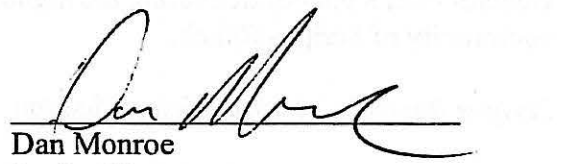
Approval of the amendments to the General Plan and community plan amendments would complete the first step in the process to locate an additional fire station in the Scripps Ranch community as recommended by the Fire-Rescue Department, and would allow construction of permanent improvements to a segment of Scripps Ranch Boulevard including a raised and landscaped center median, on-street parking, class two bike lanes and sidewalks.

### ALTERNATIVES

1. Recommend approval of the amendment to the General Plan and Scripps Miramar Ranch Community Plan with modifications.
2. Recommend denial of the amendment to the General Plan and Scripps Miramar Ranch Community Plan.
3. Recommend approval of only one part of the amendment and deny the other (i.e. public safety related facilities / roadway reclassification).

Respectfully submitted,

  
Mary F. Wright, AICP  
Deputy Director  
City Planning and Community Investment

  
Dan Monroe  
Senior Planner  
City Planning and Community Investment

WRIGHT/DMM

Attachments:

1. Scripps Ranch Planning Group Meeting Minutes – June 5, 2008
2. Station 37 Location Map
3. City Council Resolution – Public Safety Related Facilities
4. City Council Resolution – Scripps Ranch Boulevard Reclassification
5. Proposed Community Plan Amendment – Public Safety Related Facilities
6. Kimley-Horn & Associates Traffic Evaluation Summary
7. Proposed Community Plan Amendment – Scripps Ranch Boulevard Reclassification

# Scripps Ranch Planning Group

## MEETING MINUTES

Thursday, June 5, 2008 at 7:00 p.m.

Scripps Ranch Community Library - Community Room  
10301 Scripps Lake Drive, San Diego, CA 92131  
(858) 538-8158

From Hwy 15 exit Mira Mesa Blvd (east), turn right on Scripps Ranch Blvd, turn left on Scripps Lake Drive, Library on right side approximately 0.25 miles - parking provided but may be limited)

### I. Welcome!

a. Call to order 7:15

b. Roll Call: Tamar Silverstein, D.Todd Philips, Mark Brody, Gordon Boerner, John Lyons, Marina Sragovicz, Bob Petering, Mike Page, Jim Paterniti, Natalia Moorhead, Mike Butcher, Bob Ilko, Karen Ringel, Paul Vaughan, , Marc Sorensen

Excused Absent: Julie Ellis, John Gardner

Absent: Mike Asaro

c. Modifications to Agenda: Chabad requested an action item is added to agenda.

### II. Public Comment

Community member informed SRPG of the success with CalTrans building a soundwall along the highway 15 next to town-homes in Scripps Ranch.

### III. Approval of Minutes postponed until next meeting.

### IV. Announcements

a. Councilman Brian Maienschein (Megan Ekard) Absent sent email see handout

b. Miramar Ranch North Planning Committee (Bill Crooks - Jan Kane)

i. Manager of Community Service Center will post NO PARKING signs beginning in July08. Both HOAs will be notified of these changes.

ii. New two new Office towers on July08 Ground Broken Scripps Poway Parkway and 15 in the SouthEast corner around 5-6 stories tall.

iii. Funds were found to close the gates at Overlook Park, landscapers will open it in the morning.

### V. Chairperson's Report

a. Marshall Middle School Bus Program 2008-9

Looking for more students to sign-up for bus program. Go to website for applications.  
Cost will go up from \$550.00 to \$585.00

b. Horizon Church CUP update

At Carroll Canyon and I-15, the land is up for sale. Estimated 800 people in attendance, Sunday, Wednesday and Friday nights. A new church may want this property. No changes to landscaping proposed, only to the inside of the building.

c. Opus West update Lots 3-4 and 7-8

Owens parcel by library with 160K sq ft of R&D. Last week OW signed a lease with Lockheed Martin, bringing 600+ employees to the area in the SR Business Park. Want to expedite to break ground in January 2008. No changes to the community plan, due to lots are being kept industrial. Lot 7-8 are located at the intersection of Scripps Ranch Blvd. and Scripps Ranch

Blvd. Looking for joint use community parking arrangements for Library. Lot 3-4 a historic designation on the .25 percent of lot for Lot3 and Lot14. The deed has been recorded and its official.

Note: Natalia and Todd attended the transportation meeting in May08 and the Transportation board decided to discontinue the MTS DART service 13Jun08. DART riders may be eligible for MTS Access Services which provides transportation to transit riders with disabilities that prevent them from using regular bus or trolley services. Board was considering cut backs on existing lines and the DART program. The final vote is unknown at this time. Several community members were also present. The committee will continue to meet every four months and come up with the long term solutions.

- d. Meanley Wall Historic Designation status
- e. July 10, 2008 SRPG meeting – *tentative agenda item(s)*
  - Scripps Cypress Pointe EIR
  - HG Fenton Erma Road Fenton Project

#### VI. Presentations, Discussion, Liaison, Reports, and/or Action Items

- a. Community Forestry Board Living with Wildfire presentation (C. Jones)  
SR is a tree community and it's a hallmark of the ranch. Urged us all to maintain trees and plant new trees. Chair of Board Vicki Estrada spoke of ways to improve public right of ways and private property. Why plant trees? Clean Air, Combat pollution, save energy costs, raise property values and clean water, cool pavement, protect wildlife, build safe communities, live well, calm traffic, invest in the future. Showed various pictures of ways trees improve the look and feel of a community, pictures were shown with trees and without trees. From 1985 to 2002 there has been a reduction of 27% of tree canopy areas in SD county. SR is district 5 and only 17% is covered in a tree canopy. In the City's General Plan one of the goals is to conserve, develop and restore community forest in San Diego. Gave statistics of savings trees provide on a yearly basis. California Center for Sustainable Energy website will inform you how to get free trees for public property.
- b. 2<sup>nd</sup> Fire Station CP amendment changes – Action  
Motion: 1<sup>st</sup> Tamar S. and Motion 2<sup>nd</sup> Marina S.  
Yes=14 No= 0 Abstention=0  
The July SRPG meeting will be moved to Tuesday 8Jul08, due to the first Thursday of the month is 3Jul08.
- c. Chabad Substantial Conformance Review:  
Allan Green introduced the Rabbeum. Rabbi Yonah Fradkin introduced the project, reviewed the history of the property, reviewed its mission. Introduced a letter with 27 commitments seeking SRPG project submittal approval. Rabbi Josef Fradkin introduced the educational component of the project. Bret Hulitt of the Steel Group, presented a PowerPoint of ~ 37 slides including a history of the CUP. See handout.

Chabad is set back from Crown Point by 127+ ft. approximately double the amount allowed by the CUP. Set back from Pomerado Road = 460 feet. An outstanding issue to address with the City is to get agreement from AIU and CHA for a fire access road. The Rabbi will consult with the SRPG on lighting item #11.”

Hired Project Consultant/Lobbyist Ron Buckley presented a history of the project from the time he still worked for the city (as Project Mgr for this project) to the current status.

City Planning Staff Dan Monroe explained the process and why city staff chose not to make a recommendation on this project. The SCR decision will be made by directly by the Planning Commission. Per Dan, the City will send a letter stating that they “believe this development conforms with the previously approved phase plans.” Dan explained that the appeal process would require either an appeal request at Planning Commission or that a letter be sent within 10 business days, which would trigger an appeal to the SD City Council.

SRPG again reviewed the May 2007 email where City Facilities Financing staff had evaluated Developer Fees due on this project, concluding that if kitchen/sink and bathroom/sink combos were included, then fees would be equal to the Community Plan’s FBA for Multi-Family units, yielding \$5.16MM. While the City hasn’t received final submittal, City Staff confirmed that the Project Mgr has reconfirmed the previous public statements by both the Project Architect and the Project Mgr that both bathrooms and kitchens with sinks would be included in each unit. However, Project Consultant Ron Buckley, previously the City of SD Project Mgr, indicated that he had contacted Charlene Gabriel of City FF Staff in an attempt to lobby for reversing the May 2007 finding regarding the fees, and that the Rabbi/Chabad were not willing to agree to pay the Multi-Family FBA, as they hope to convince the City to reverse their prior decision.

Motion: 1<sup>st</sup> Tamar Silverstein and Motion 2<sup>nd</sup> Todd Phillips

“SRPG agrees to accept Rabbi Fradkin’s letter dated 5Jun08 addressed to the SRPG, and give a favorable recommendation to the Planning Commission, specifically conditioned on two items: 1) that the applicant be required to pay the Multi-Family FBA fees as per the May 2007 email from City Facilities Finance Staff, and (2a) that the SRPG send a member to the Planning Commission hearing, with authority to clarify SRPG’s position and (2b) to recommend an SRPG appeal process without requiring a special meeting should the approval not encompass item #1 and/or the spirit of the Rabbi’s 27 bullet-point agreement.

The Library Fire Alarm went off prior to the vote, requiring an approximately 30 minute delay.  
VOTE: Yes =10 No =3 Abstention = 0 Total Present=13

d SRPG Executive Board elections - Action

Dan Monroe stated that the new policy interpretation disallows occupancy of the same Officer Position for 8 consecutive years, which applies to both SRPG Chair Bob Ilko and SRPG Vice-Chair Gordon Boerner. Todd Phillips thereby agreed to move up to Chair, Bob Ilko will step down to Vice Chair, Gordon Boerner will step down from Vice Chair to regular elected member status, and Tamar Silverstein will remain as Secretary, thereby bringing SRPG into compliance Consensus vote result = 13 Yes and 0 No with no abstentions.

e. SR LMD-MAD (M. Sorensen) – Update

Lakeview park is being locked up at night. Need to come up with a fee increase for MAD. We need to start talking about how much MAD fees we need to assess. Our budget is thin and Marc isn’t sure that people would vote for this increase in light of the current economic picture. We need to put the information out to the community about the need for a MAD fee increase. Marc will email Gordon and Bob to discuss this issue further.

f. MCAS Miramar (J. Paterniti) - Update

The Horse Stables are closing 01Jul08. Old Missile Sites have had a lot of trespassers lately due to an article in the newsletter.

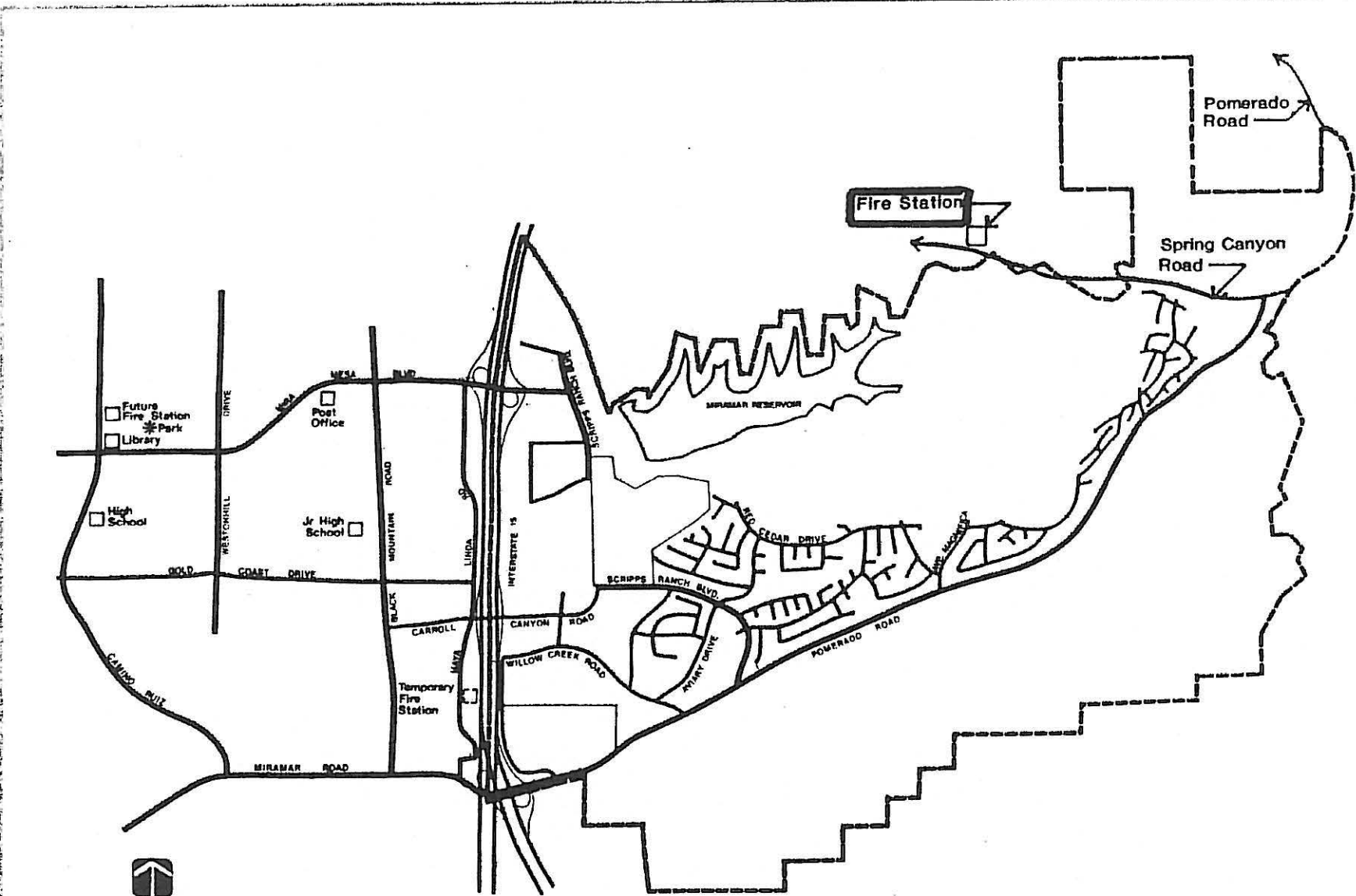
g. CPC (T Silverstein) - Update No update given.

Todd Phillips is the new CPC Rep along with Bob Ilko.

VII. Adjournment: 11:30pm

*\*Note time specific items.*





Proposed Public Facilities  
Scripps Miramar Ranch Community Plan

13  
FIGURE



(R-2008-693)

## RESOLUTION NUMBER R-303796

DATE OF FINAL PASSAGE MARCH 14, 2008

A RESOLUTION INITIATING A COMMUNITY PLAN AMENDMENT TO THE PROGRESS GUIDE AND GENERAL PLAN AND THE SCRIPPS MIRAMAR RANCH COMMUNITY PLAN TO ADD A SECOND FIRE STATION IN THE SCRIPPS MIRAMAR RANCH COMMUNITY.

WHEREAS, the request for the initiation of an amendment to the Progress Guide and General Plan and the Scripps Miramar Ranch Community Plan in order to add a second fire station to serve the community originated with Council District 5; and

WHEREAS, Fire Station 37 was placed into service in August 2001; and

WHEREAS, in Fiscal Year 2002, Engine 37, which is assigned to Fire Station 37, responded to 2,283 emergency incidents; and

WHEREAS, in Fiscal Year 2007, Engine 37 responded to 1,578 emergency incidents; and

WHEREAS, although the volume of Engine 37's emergency incident activity is acceptable and provides for added capacity, the ability of Engine 37 to arrive at the scene of an emergency within the national response time standard of five minutes or less 90 percent of the time is compromised due to the size of Fire Station 37's response district; and

WHEREAS, Fire Station 37's response district is 22.5 square miles in size while the ideal fire station will cover an area of no more than 9 square miles; and

WHEREAS, Fire Station 37 is located on the north end of Scripps Miramar Ranch making it difficult for Engine 37 to quickly reach emergencies which occur on the south side of Scripps Miramar Ranch; and

WHEREAS, Engine 37 meets the five minute response time standard 32 percent of the time while the City-wide average is 45 percent; and

WHEREAS, based upon analysis of computer response models, it is projected that a second fire station located in the south Scripps Miramar Ranch area would increase Engine 37's response time to 43 percent; and

WHEREAS, emergencies occurring in south Scripps Miramar Ranch would be more quickly reached by the engine company assigned to the new fire station; and

WHEREAS, the ability to provide the national standard for an effective fire force of fifteen firefighters at a fire emergency within 9 minutes would increase from the current rate of 28 percent of the time to 50 percent as compared to the City-wide average of 59 percent; and

WHEREAS, on October 26, 2003, the Cedar Fire destroyed 312 homes in Scripps Miramar Ranch; and

WHEREAS, a second fire station is needed to maintain the public safety of all Scripps Miramar Ranch residents; and

WHEREAS, the plan amendment would focus on adding language to the Scripps Miramar Ranch Community Plan that states the need for an additional fire station in the community; and

WHEREAS, the plan amendment would focus on revising the Public Facilities and Services Element of the Scripps Miramar Ranch Community Plan; and

WHEREAS, identification of a project in the Scripps Miramar Ranch Public Facilities Financing Plan to build a second fire station and the allocation of funds to pay for construction



cannot occur until the need for the facility is identified in the Scripps Miramar Ranch Community Plan; and

WHEREAS, the first step in this process is for the City Council to initiate the Progress Guide and General Plan amendment and the Community Plan Amendment which would allow staff to proceed with the analysis of the proposals and preparation of any necessary revisions to adopted documents; and

WHEREAS, in accordance with San Diego Municipal Code section 122.0103(a) the City Council may initiate an amendment to a community plan; NOW, THEREFORE,

BE IT RESOLVED, by the Council of the City of San Diego, that this Council initiates the amendment to the Scripps Miramar Ranch Community Plan, Progress Guide and General Plan to add a second fire station to the Scripps Miramar Ranch Community Plan Area.

APPROVED: MICHAEL J. AGUIRRE, City Attorney

By Rachel Lipsky  
Rachel Lipsky  
Deputy City Attorney

RL:pev

02/19/08

Or.Dept: Council 5

R-2008-693

MMS #5927

PLAN AMENDMENTS AND APPROVAL Community Plan Amend - Initiate Amendment 11-01-04

I hereby certify that the foregoing Resolution was passed by the Council of the City of San Diego, at this meeting of March 4, 2008.

ELIZABETH S. MALAND  
City Clerk

By \_\_\_\_\_  
Deputy City Clerk

Approved: \_\_\_\_\_  
(date)

\_\_\_\_\_  
JERRY SANDERS, Mayor

Vetoed: \_\_\_\_\_  
(date)

\_\_\_\_\_  
JERRY SANDERS, Mayor

2/2/08

RESOLUTION NUMBER R- 303243

DATE OF FINAL PASSAGE DEC 19 2007

A RESOLUTION INITIATING A COMMUNITY PLAN AMENDMENT TO THE PROGRESS GUIDE AND GENERAL PLAN AND THE SCRIPPS MIRAMAR RANCH COMMUNITY PLAN TO RECLASSIFY SCRIPPS RANCH BOULEVARD FROM CARROLL CANYON ROAD TO AVIARY DRIVE FROM A FOUR-LANE MAJOR TO A TWO-LANE COLLECTOR IN THE SCRIPPS MIRAMAR RANCH COMMUNITY.

WHEREAS, the request for the Progress Guide and General Plan and the Scripps Miramar Ranch Community Plan [Community Plan] amendment originated with Councilmember Brian Maienschein, Council District 5, in order to amend the Transportation Element of the Community Plan to reclassify Scripps Ranch Boulevard from Carroll Canyon Road to Aviary Road from a four-lane major to a two-lane collector street; and

WHEREAS, the first step in this process is for the City Council to initiate the Progress Guide and General Plan amendment and the Community Plan amendment which would allow staff to proceed with the analysis of the proposals and preparation of any necessary revisions to adopted documents; and


WHEREAS, with the initiation of this Community Plan amendment, the goal is to be able to begin the conversion to a two-lane collector street which would include construction of a permanent landscaped median in the center lane of Scripps Ranch Boulevard from Carroll Canyon Road to Aviary Drive, with two lanes, 8-foot parking and bike lanes on both sides; and

WHEREAS, in accordance with San Diego Municipal Code section 122.0103(a) the City Council may initiate an amendment to the Community Plan; NOW, THEREFORE,

BE IT RESOLVED, by the Council of the City of San Diego, that this Council initiates the amendment to the Progress Guide and General Plan to incorporate the Community Plan amendment to reclassify Scripps Ranch Boulevard from Carroll Canyon Road to Aviary Drive from a four-lane major to a two-lane collector.

BE IT FURTHER RESOLVED, that this activity is exempt from CEQA pursuant to Section 15060(c)(3) of the State CEQA Guidelines

APPROVED: MICHAEL J. AGUIRRE, City Attorney

By   
Shirley R. Edwards  
Chief Deputy City Attorney

SRE:pev  
11/08/07  
Or.Dept:Council 6  
R-2008-416  
MMS #5467  
PLAN AMENDMENTS AND APPROVAL Community Plan Amend - Initiate Amendment 11-01-04

I hereby certify that the foregoing Resolution was passed by the Council of the City of San Diego, at this meeting of DEC 04 2007.

ELIZABETH S. MALAND  
City Clerk

By   
Deputy City Clerk

Approved: 12.18.07  
(date)

  
JERRY SANDERS, Mayor

Vetoed: \_\_\_\_\_  
(date)

\_\_\_\_\_  
JERRY SANDERS, Mayor



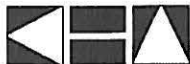
From page 47 of the Scripps Ranch Community Plan (Public Facilities and Services Element)

### **Fire Protection**

~~The temporary fire station at 10750 Scripps Lake Drive will provide fire protection for Scripps Ranch until a new station is constructed on Spring Canyon road west of Semillon Boulevard. Upon completion of the new station and the regional road network, response times will be within acceptable levels for the entire community.~~

The Scripps Ranch community is primarily served by Fire Station 37 located on Spring Canyon Road, west of Semillon Boulevard. Additional emergency medical response and fire protection facilities should be provided to assure levels of service standards are attained for existing development and as development occurs. New facilities should have good vehicular access and be carefully reviewed for environmental, land use and aesthetic impacts. Appropriate equipment and staffing should be assigned to the facilities to assure adequate response to the population and the structure types which may exist in the community.





April 15, 2005

Mr. Jerry McKee  
City of San Diego  
1010 Second Avenue, Suite 800  
San Diego, CA 92101

■  
Suite 301  
517 Fourth Avenue  
San Diego, California  
92101

Re: Revised Traffic Evaluation for Scripps Ranch Boulevard

Dear Jerry:

In accordance with your request, Kimley-Horn and Associates has evaluated the reclassification of Scripps Ranch Boulevard from a 4-lane major to a 2-lane collector between Carroll Canyon Road and Aviary Drive within the City of San Diego, herein referred to as the "project." While the project is reclassifying the roadway, existing turn lanes at intersections would be maintained. The purpose was to determine the potential traffic impacts associated with the reclassification of Scripps Ranch Boulevard. **Figure 1** depicts the project location in a regional context. The Appendix to this letter contains all the tables and figures referenced in this letter. The following paragraphs summarize the key findings of roadway segment and intersection capacity analysis for the project.

#### **Existing Traffic Volume Data**

Existing a.m. (7:00 to 9:00 a.m.) and p.m. (4:00 to 6:00 p.m.) peak-hour turning movement counts and ADT volumes were conducted by Turning Point Traffic Service on July 27 and 29, 2004 at the following study intersections and roadway segments:

##### Intersections

- Scripps Ranch Boulevard/Pomerado Road
- Scripps Ranch Boulevard/Aviary Drive
- Scripps Ranch Boulevard/Carroll Canyon Road

##### Roadway Segments

- Scripps Ranch Boulevard between Pomerado Road and Aviary Drive
- Scripps Ranch Boulevard between Aviary Drive and Carroll Canyon Road

The following four roadway segments were obtained from SANDAG's website:

- Scripps Ranch Boulevard between Carroll Canyon Road and Mira Mesa Boulevard
- Carroll Canyon Road south of Scripps Ranch Boulevard
- Pomerado Road south of Scripps Ranch Boulevard
- Pomerado Road north of Scripps Ranch Boulevard



It should be noted that, at the time the intersection and roadway segment counts were taken, Scripps Ranch Boulevard between Aviary Drive and Carroll Canyon Road was striped as a 2-lane roadway with a wide center median. The segment between Aviary Drive and Pomerado Road was striped as a 4-lane roadway. **Figure 2** shows the location of the study intersections and roadway segments. **Figure 3** shows a summary of the peak-hour volumes at the study intersections and **Figure 4** shows a summary of the ADT volumes along the roadway segments.

### **Existing Intersection Geometry**

**Figure 5** shows the intersection geometry and the traffic control at the study intersections. As shown in the figure, the two intersections at the end of Scripps Ranch Boulevard in the study area are signalized and the intersection at Aviary Drive is an all-way stop control intersection. It should be noted that the intersection of Scripps Ranch Boulevard/Aviary Drive was analyzed in the westbound direction with a left-turn lane and a shared through-right lane. The existing geometry in the westbound direction consists of a left-turn lane, a through lane, and a shared through-right lane. The current Highway Capacity Manual (HCM) does not allow for more than two approach lanes for an all-way stop control (AWSC) analysis. As a result, one of the westbound through lanes was omitted from the analysis.

### **SANDAG Modeling**

In order to determine the amount of traffic that could be shifted with the project, two select link model runs were performed by SANDAG. The first run consisted of Scripps Ranch Boulevard classified as a 4-lane major, which is consistent with the City's circulation element. Kimley-Horn provided field verification of roadway and intersection configuration and traffic control to further calibrate the SANDAG model to reflect local conditions. The second run consisted of Scripps Ranch Boulevard classified as a 2-lane collector. All other modeling inputs were held constant with the refined SANDAG model. These select link model runs were based on the 2030 Series 10 forecast. The purpose of the select link model runs are to isolate the number of vehicles traveling on a particular roadway segment and to determine the location of where these vehicles will be traveling to/from. It should be noted that the traffic control and number of approach lanes to an intersection have a greater influence on the mid-link capacity than the actual number of mid-link lanes, which can affect how trips are distributed and assigned along each roadway segment. Because the traffic control and approach lanes do not change with or without the project, this would result in a small change in ADT.





### **Trip Distribution/Assignment**

Based on the select link model runs, it was determined that with the project, there would be a negligible decrease in ADT with the project along Scripps Ranch Boulevard; a decrease of 34 ADT between Carroll Canyon Road and Appaloosa Road and a decrease of 5 ADT between Appaloosa Road and Aviary Drive. Both of these decreases in ADT with the project represent a decrease of less than 0.3 percent. The SANDAG model estimates the traffic distribution and assignment based on current projected information that is available (i.e., land use, population, employment, etc.). Any changes to the current projected information could potentially change the results of the traffic distribution and assignment in the study area. The SANDAG model estimates less than a one percent shift in traffic routing with the project. For purposes of evaluation and as a conservative estimate, the potential shift in traffic was rounded up to one percent to determine if there would be any traffic impacts along other roadway segments in the study area. The two model runs are contained in the **Appendix**.

A project redistribution percentage was calculated for each approach to the study intersections based on the ADT volumes with and without the project. These percentages are shown in **Figure 6**. As shown in the figure, percentages did not vary much and ranged between an increase of 0.5 percent and a decrease of 1.0 percent. Each respective percentage was applied to the study intersection approach volumes in order to determine the traffic volumes with the project.

### **2030 Build-Out Traffic Volumes**

The 2030 Build-Out peak-hour traffic volumes at the study intersections were determined by applying an averaged growth factor of 1.25 (0.8 percent per year) to all the movements. This averaged growth factor was calculated by comparing SANDAG's published 2000 Existing ADT volumes to the 2030 Build-Out ADT volumes along the roadway segments in the study area. **Figure 7** shows the 2030 Build-Out traffic volumes at the study intersections without the project and **Figure 8** shows the summary of the ADT volumes along the roadway segments.

### **Redistributed Traffic Volumes**

Traffic volumes at the study intersections were redistributed under both the Existing and 2030 Build-Out scenarios and are shown in **Figures 9 and 10**, respectively. Traffic volumes along the roadway segments with the project under the Existing and 2030 Build-Out scenarios are shown in **Figures 4 and 8**, respectively.

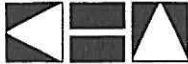


## Capacity Analysis

The peak-hour intersection capacity analysis was conducted at the three study intersections under Existing and 2030 Build-Out conditions, with and without the project. It should be noted that existing signal timing data and existing peak-hour factors (PHFs) collected from the field counts were used for the Existing Conditions analysis. For the 2030 Build-Out scenario, the signal timing was optimized and the default PHF of 0.92 was used for the analysis. **Table 1** presents the summary of the Existing Conditions and 2030 Build-Out analyses with and without the project. As shown in the table, all study intersections under Existing Conditions operate at LOS C or better during both peak periods. Under the 2030 Build-Out scenario, all study intersections would operate at LOS D or better. Traffic operations at all of the study intersections would not be expected to be impacted by the project and would result in an insignificant change in delay. All intersections would meet the LOS criteria with or without the project.

The summary of the roadway segment analysis is shown in **Table 2**. As shown in the table, all roadway segments along Scripps Ranch Boulevard and Carroll Canyon Road without the project under Existing Conditions function at LOS A while both roadway segments along Pomerado Road function at LOS F. If no changes are made to the classification of this roadway, Scripps Ranch Boulevard between Pomerado Road and Carroll Canyon Road would still function at LOS A, but the segment between Carroll Canyon Road and Mira Mesa Boulevard would function at LOS B under the 2030 Build-Out scenario. However, both segments of Pomerado Road would function at LOS F.

With the project under Existing Conditions, the capacity of Scripps Ranch Boulevard between Aviary Drive and Carroll Canyon Road is decreased from 40,000 ADT to 15,000 ADT. As a result, Scripps Ranch Boulevard would function at LOS B between Aviary Drive and Appaloosa Road and LOS C between Appaloosa Road and Carroll Canyon Road. All other segments would function at LOS A, except for both segments of Pomerado Road, which would function at LOS F. Under the 2030 Build-Out scenario with the project, Scripps Ranch Boulevard would function at LOS D or better, but both segments along Pomerado Road would still function at LOS F. In order to determine the project impacts to roadway segments, the *City of San Diego Traffic Impact Manual*, July 1998 was used in order to determine project significance. The measurement of effectiveness is based on allowable increases in v/c Ratio for segments functioning at LOS E or F. For roadway segments, the allowable increase in v/c Ratio is 0.02. Although both segments of Pomerado Road would be functioning at LOS F with or without the project, the increase in v/c Ratio is not greater than 0.02. As a result, the project is not considered to be a significant impact.



## Findings

- With the reclassification of Scripps Ranch Boulevard from a 4-lane major to a 2-lane collector between Carroll Canyon Road and Aviary Drive, there would be a negligible decrease in traffic volumes along Scripps Ranch Boulevard and on surrounding streets in the study area.
- All study intersections operate at LOS C or better under Existing Conditions and would operate at LOS D or better under the 2030 Build-Out Conditions.
- Scripps Ranch Boulevard between Pomerado Road and Carroll Canyon Road would operate at LOS A under Existing and 2030 Build-Out Conditions without the project. With the project, Scripps Ranch Boulevard would function at LOS C or better under both scenarios.
- All other roadway segments would operate at LOS D or better under Existing and 2030 Build-Out Conditions with or without the project except for both segments of Pomerado Road, which would continue to function at LOS F in 2030 with and without the project.
- Based on the intersection and roadway segment analysis, no significant traffic impacts would be expected by reclassifying Scripps Ranch Boulevard from a 4-lane major to a 2-lane collector.

Please call me if you have any questions or comments.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

Marc Mizuta, P.E.  
Project Manager, RCE #67801

### Attachments:

- Appendix (Figures 1-10, Tables 1-2, Capacity Analysis Worksheets, 2 Select Link Model Runs)





shall not be improved in this area until an advisory vote or referendum is conducted in the community as discussed previously and the improvements are approved by the Council at a noticed public hearing. Section 7b of the **Implementation Element** provides further discussion of the timing of improvements to Pomerado Road in this area. Additionally, as described in the **Implementation Element**, this portion of Pomerado Road is to be closed to through traffic upon annexation of the Pomerado/Spring Canyon Road County Island to the City of San Diego. This portion of Pomerado Road, which must be improved to two lanes within a four-lane graded roadbed, shall not be connected with the city of Poway until such time as the opening of Alternative 8A as a paved, four-lane road occurs.

In designing this roadway, preservation of mature trees and significant biological resources and the creation of two meandering, country-like roads should be stressed. Plans should also include bike paths, equestrian trails, and pedestrian routes along Pomerado Road, preferably in the open space of Carroll Canyon.

### **Scripps Poway Parkway**

The alignment of Scripps Poway Parkway, also referred to as Alternative 8A, is proposed to traverse the northeastern portion of Scripps Miramar Ranch, as well as the northern portion of Miramar Ranch North. This roadway was approved by the City Council as the main south Poway to I-15 regional traffic circulation link subject to the following:

- a. Poway, as the designated lead agency for the construction of Alternative 8A through the county island annexation area (northeast portion of the plan area) and the McCrink property (within Miramar Ranch North) to connect with Miramar Ranch North shall have the responsibility to acquire and provide the right-of-way and construct Alternative 8A therein.
- b. As a result of the acquisition of the right-of-way for Alternative 8A through the Village and Country property, said property will not be able to attain the originally proposed plan density of 550 dwelling units. No changes of land use designation or dwelling unit density shall be approved for the subject property to restore any lost dwelling units since Poway, as the lead agency for the acquisition and development of Alternative 8A, will be responsible for acquiring the right-of-way from the property owner or owners by purchase or condemnation, if necessary. The said 550 dwelling units shall be reduced by 55 units pursuant to the City Council action to reduce the maximum unit count in the county island from 1,500 dwelling units to 1,350. The reduction in density resulting from the acquisition of right-of-way for Alternative 8A by the city of Poway shall be used in whole or in part to satisfy the proportionate dwelling unit reduction required by the Council for the Village and Country property.

### **Scripps Ranch Boulevard**

Until such time as the new Pomerado/Miramar Road interchange and associated improvements are complete, more efficient movement of traffic onto and off of I-15 will depend upon the rerouting of peak-hour traffic to the Carroll Canyon and Mira Mesa Boulevard interchanges. This can be facilitated greatly by the construction of Scripps Ranch Boulevard through the industrial park and secondary school site to Mira Mesa Boulevard.

This Plan proposes that this ~~four-lane~~ roadway be completed from Pomerado Road to Mira Mesa Boulevard prior to occupancy of any homes south of Pomerado Road. Once existing Scripps Ranch and Poway traffic is rerouted to the Carroll Canyon and Mira Mesa Boulevard interchanges, traffic from homes south of Pomerado Road should not exacerbate the access problems now found in the community.

### **Scripps Lake Drive**

This roadway, formerly known as Mary Ellen Road, will provide access to Miramar Reservoir and the residential developments in Area C (see **Figure 3**). **Figure 15** indicates that this roadway is a two-lane residential collector. It has been classified as such to be compatible with the semi-rural character of the community and to ensure that no damage to the filtration plant support facilities, north of the roadway and Evans Pond, south of the roadway, will occur.

However, should the community eventually desire a four-lane road due to excessive traffic congestion, the City's ability to widen Scripps Lake Drive to a four-lane collector in the future should be assured by the City retaining and not allowing vacation of its present street reservations for a four-lane facility.

Encroachments into the City's right-of-way, however, could be considered. Additionally, as parcels adjacent to the road develop, street reservations to permit a four-lane road should be obtained as a condition of improvement.

Design of Scripps Lake Drive through the residential area east of Miramar Reservoir and north of the existing community should attempt to discourage through traffic in the area; i.e., the roadway should serve the residents of the area, but should not attract Poway traffic. Consideration of pedestrian traffic along the open space system should also govern the design of pertinent sections of the roadway.

### **Residential Streets**

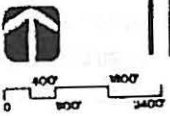
Collector streets within residential developments should approximate the routes and connections shown on **Figure 15**. They should also observe the design objectives set forth below and the standards and criteria outlined in the **Design Element**.

### **Spring Canyon Road**

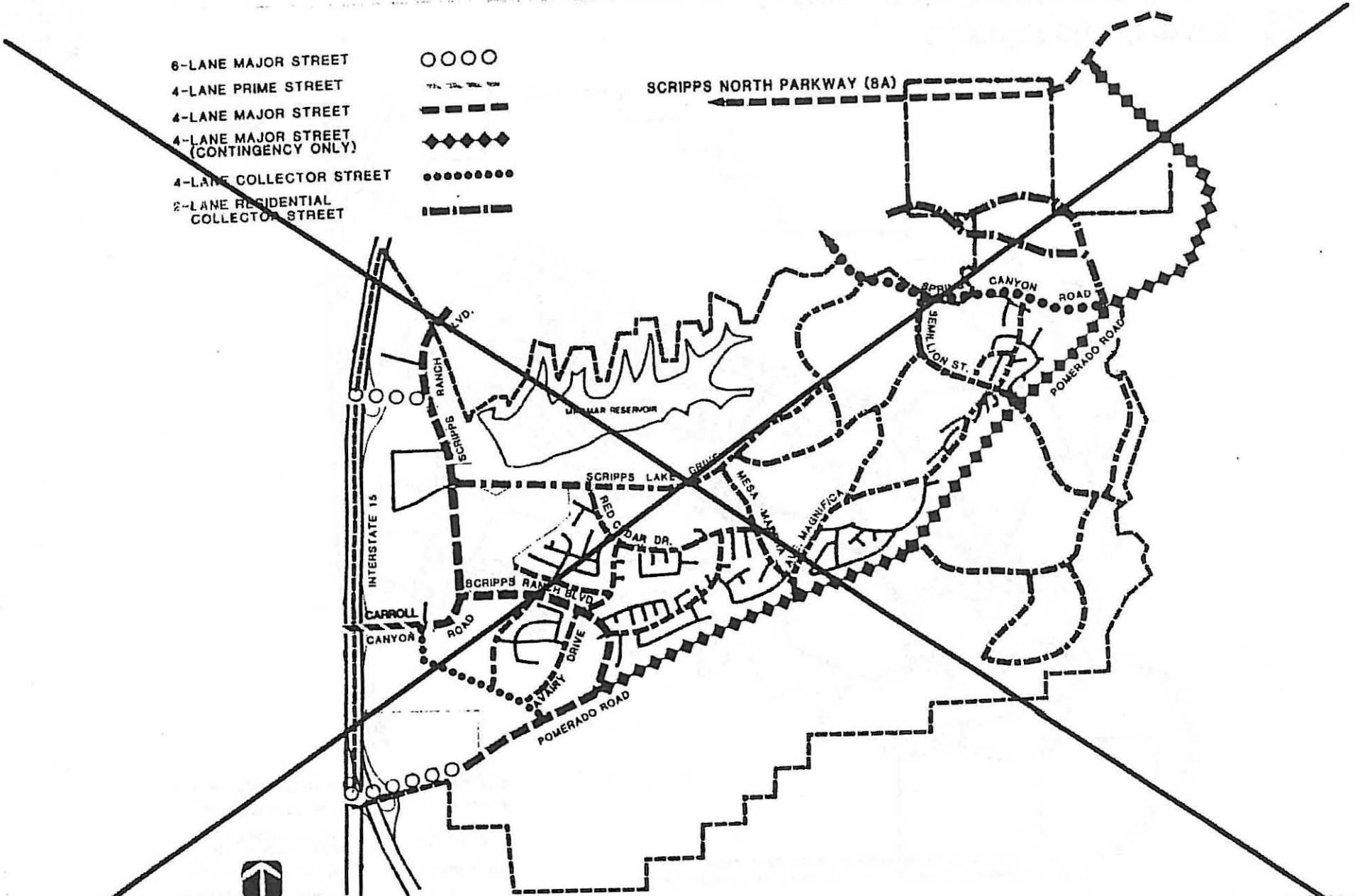
This roadway, which has been improved through the planning area, is designated as a four-lane collector street. This roadway will ultimately extend northwesterly through Miramar Ranch North where it intersects with Scripps Ranch Boulevard, Cypress Canyon Road and Scripps Poway Parkway, thus providing access from Pomerado Road to I-15 via the Mercy Road or Mira Mesa Boulevard interchanges. Driveways fronting this road should be strongly discouraged, and an appropriate traffic barrier is in place to preclude off-site motorist use of residential streets of Scripps Ranch.

- 6-LANE MAJOR STREET ○○○○
- 4-LANE PRIME STREET ————
- 4-LANE MAJOR STREET - - - - -
- 4-LANE MAJOR STREET (CONTINGENCY ONLY) ◆◆◆◆
- 4-LANE COLLECTOR STREET ●●●●●●
- 2-LANE RESIDENTIAL COLLECTOR STREET ————

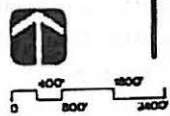
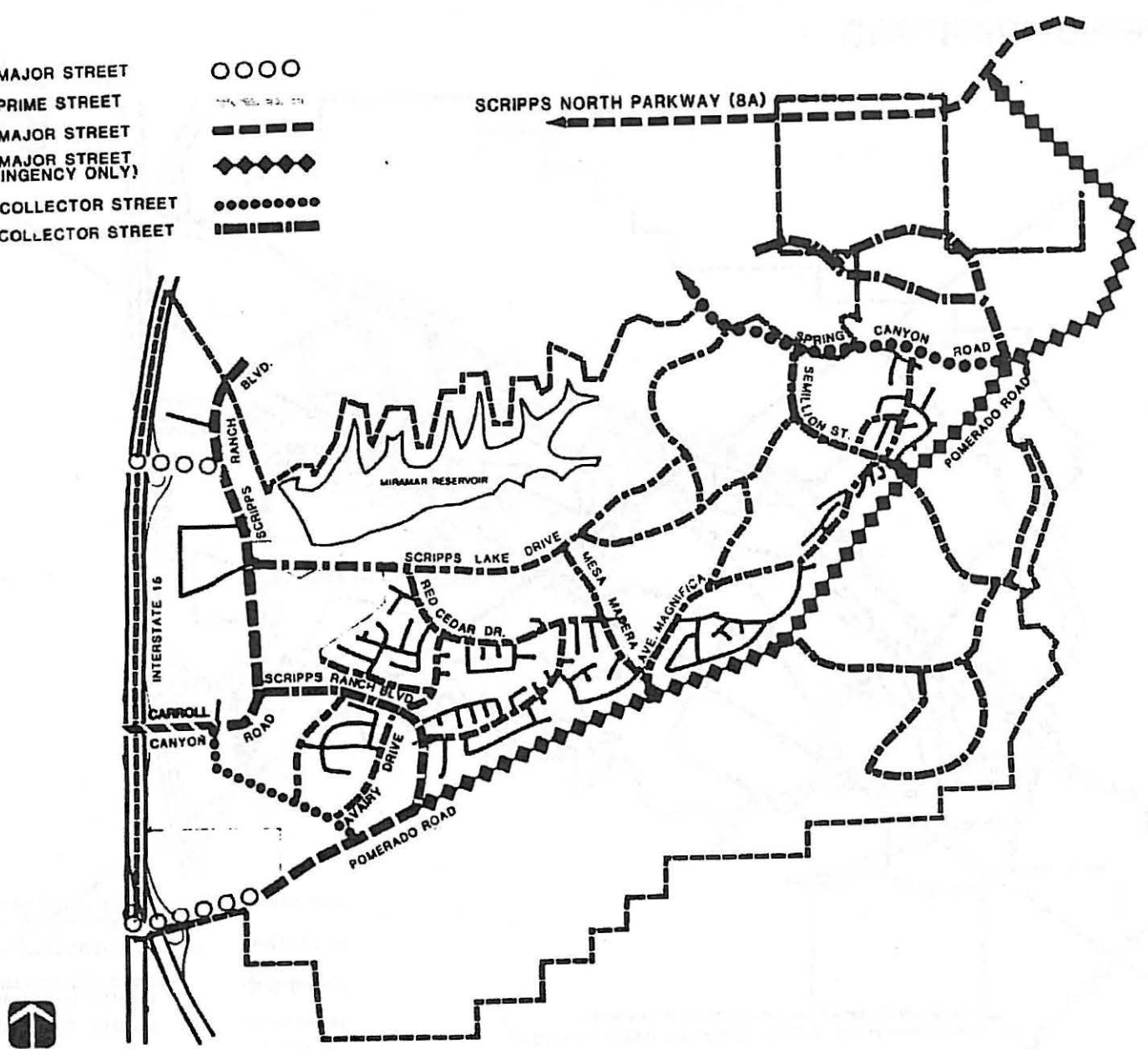
SCRIPPS NORTH PARKWAY (8A)



Circulation Element 15  
 Scripps Miramar Ranch Community Plan FIGURE








- 6-LANE MAJOR STREET ○○○○
- 4-LANE PRIME STREET ————
- 4-LANE MAJOR STREET —◆◆◆—
- 4-LANE MAJOR STREET (CONTINGENCY ONLY) —●●●●—
- 4-LANE COLLECTOR STREET —●●●●—
- 2-LANE COLLECTOR STREET ————

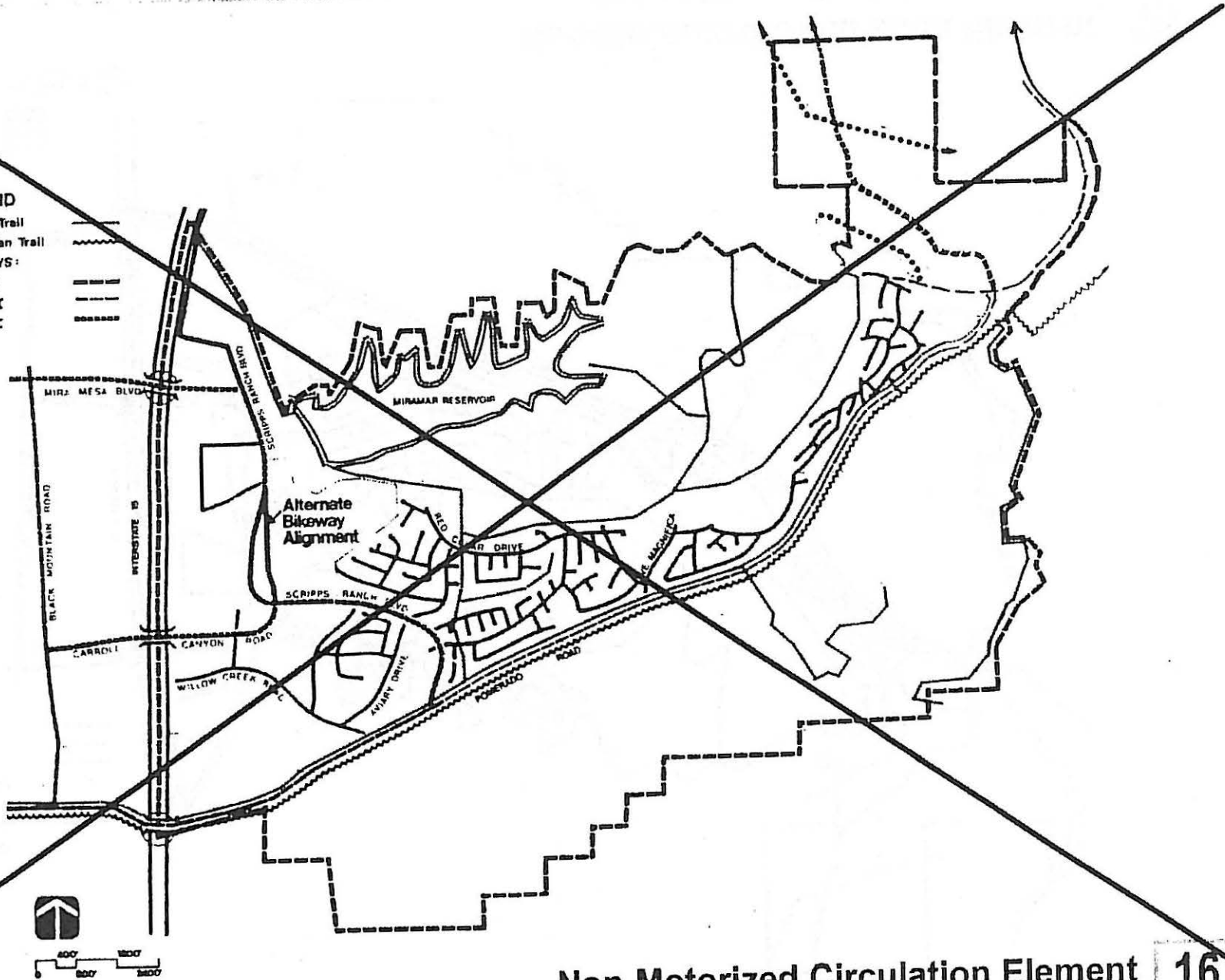


**Circulation Element**  
**Scripps Miramar Ranch Community Plan** **15**  
**FIGURE**



**LEGEND**

- Hiking Trail 
- Equestrian Trail 
- BIKEWAYS:
- Class I 
- Class II 
- Class III 



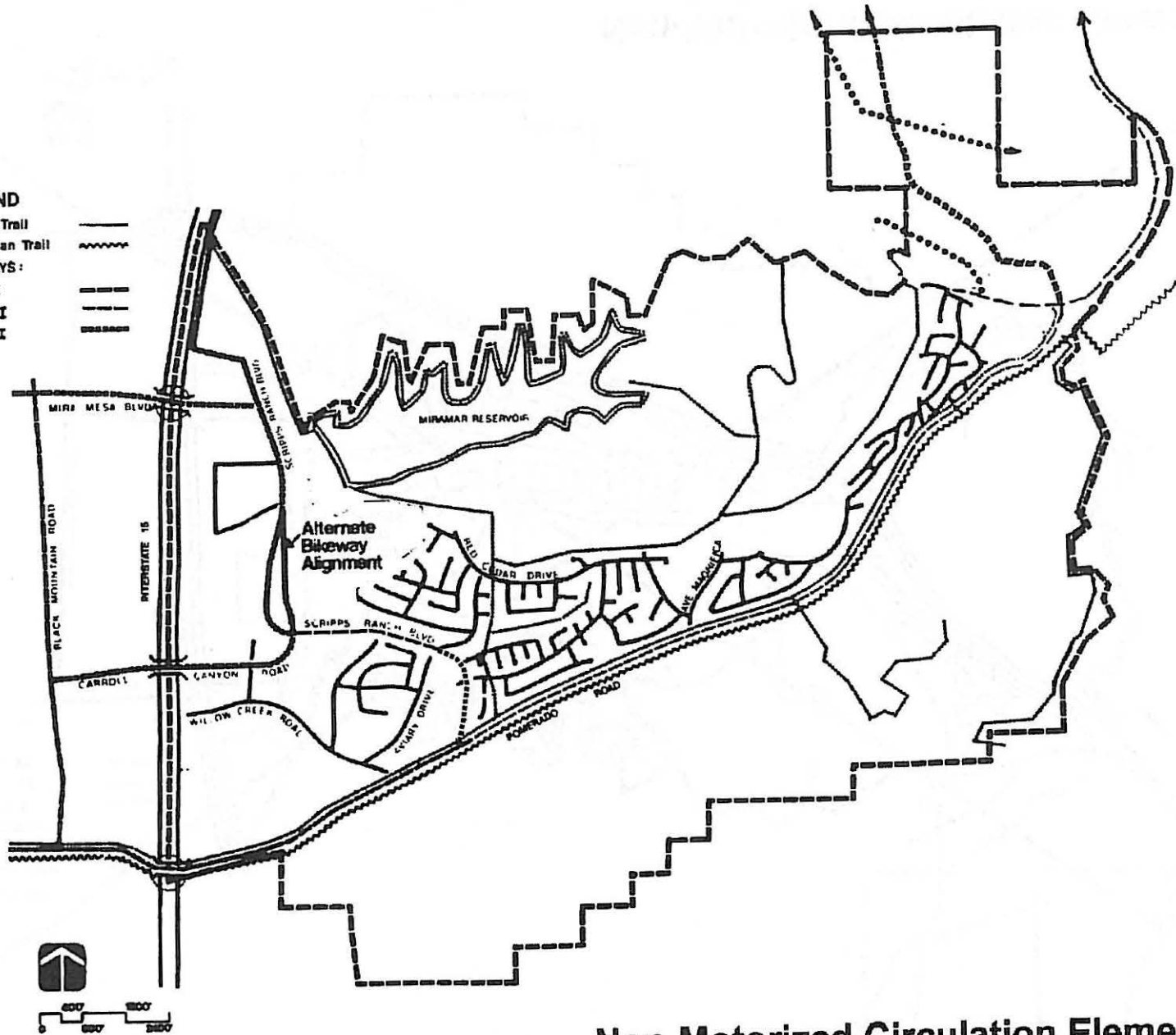
**Non-Motorized Circulation Element**  
**Scripps Miramar Ranch Community Plan**

**16**  
FIGURE



**LEGEND**

- Hiking Trail ———
- Equestrian Trail ———
- BIKEWAYS:
- Class I ———
- Class II ———
- Class III ———



**Non-Motorized Circulation Element**  
**Scripps Miramar Ranch Community Plan**

**16**  
**FIGURE**

