

(R-92-1374)

RESOLUTION NUMBER R- 279867

ADOPTED ON APR 28 1992

WHEREAS, on April 12, 1990, the J. L. Elder Company submitted an application to the Planning Department for a Comprehensive Sign Plan, Conditional Use Permit, Planned Commercial Development, Planned Residential Development Permit No. 90-0435 and Rezone No. 90-0435 for the Canyon Hills Commercial Center; and

WHEREAS, the permit was set for a public hearing to be conducted by the Council of The City of San Diego; and

WHEREAS, the issue was heard by the Council on APR 28 1992; and

WHEREAS, the Council of The City of San Diego considered the issues discussed in Mitigated Negative Declaration No. 90-0435; NOW, THEREFORE,

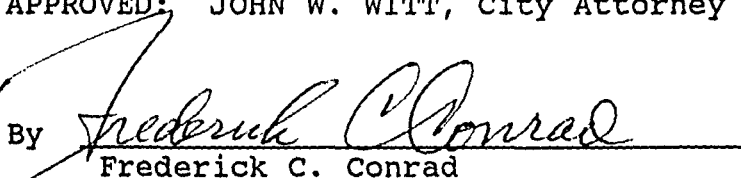
BE IT RESOLVED, by the Council of The City of San Diego, that it is hereby certified that the information contained in MITIGATED NEGATIVE DECLARATION NO. 90-0435, in connection with the Canyon Hills Commercial Center, on file in the office of the City Clerk, together with any comments received during the public review process, has been completed in compliance with the California Environmental Quality Act of 1970 (California Public Resources Code section 21000 et seq.), as amended, and the State guidelines thereto (California Administrative Code section 15000 et seq.), and that said report has been reviewed and considered by this Council.

BE IT FURTHER RESOLVED, that the Council finds that project revisions now mitigate potentially significant effects on the environment previously identified in the Initial Study and therefore, that said Mitigated Negative Declaration, a copy of which is attached hereto and incorporated by reference, is hereby approved.

BE IT FURTHER RESOLVED, that pursuant to California Public Resources Code, Section 21081.6, the Council hereby adopts the Mitigation Monitoring and Reporting Program, or alterations to implement the changes to the project as required by this body in order to mitigate or avoid significant effects on the environment, a copy of which is attached hereto and incorporated herein by reference.

APPROVED: JOHN W. WITT, City Attorney

By


Frederick C. Conrad
Chief Deputy City Attorney

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City of San Diego
Planning Department



Development and Environmental
Planning Division
236-6460

Mitigated Negative Declaration

DEP No. 90-0435

SUBJECT: Canyon Hills Commercial Center. TENTATIVE PARCEL MAP, CONDITIONAL USE PERMIT, VARIANCE, PLANNED COMMERCIAL DEVELOPMENT, AMENDMENT TO PLANNED RESIDENTIAL PERMIT NO. 86-0385 and REZONE (TM, CUP, VAR, PCD, PRD/AM and RZ Nos. 90-0435) to construct a 21,760 square foot commercial/retail center with associated signs, a fast food restaurant and an automotive service station with a convenience store and a car wash. The 2.8 acre site is located at the northwest corner of Interstate 15 and Mercy Road on both sides of Alemania Road in the Mira Mesa Community (Lot 125 and Lot A of Map 11833 and a portion of Sections 20 and 29 in T14S, R2W, San Bernardino Base Meridian).
Applicant: J. L. Elder Company.

- I. PROJECT DESCRIPTION: See attached Initial Study.
- II. ENVIRONMENTAL SETTING: See attached Initial Study.
- III. DETERMINATION:

The City of San Diego conducted an Initial Study which determined that the proposed project could have a significant environmental effect. Subsequent revisions in the project proposal create the specific mitigation identified in Section V of this Mitigated Negative Declaration. The project as revised now avoids or mitigates the potentially significant environmental effects previously identified, and the preparation of an Environmental Impact Report will not be required.

- IV. DOCUMENTATION:

The attached Initial Study documents the reasons to support the above Determination.

- V. ~~MITIGATION~~, MONITORING AND REPORTING PROGRAM:

Traffic/Circulation

In order to mitigate the project's direct traffic/circulation impacts, the applicant has agreed to the following, which are conditions of the Planned Commercial Development Permit:

1. Dedicate right of way for Mercy Road and Alemania Road, and improve Alemania Road, to the satisfaction of the City Engineer.
2. Modify the Mercy Road median at Alemania Road to prohibit left turn exits onto Mercy Road to the satisfaction of the City Engineer.

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3. Construct a U-turn pocket for northwest bound Mercy Road traffic at Kika Court to the satisfaction of the City Engineer.

VI. PUBLIC REVIEW DISTRIBUTION:


Draft copies or notice of this Mitigated Negative Declaration were distributed to:

Caltrans, District 11
City of San Diego
Councilmember Behr, District 5
Planning Department
Engineering and Development Department
Mira Mesa Town Council
Mira Mesa Community Planning Group

VII. RESULTS OF PUBLIC REVIEW:

- (X) No comments were received during the public input period.
- () Comments were received but did not address the draft Mitigated Negative Declaration finding or the accuracy/completeness of the Initial Study. No response is necessary. The letters are attached.
- () Comments addressing the findings of the draft Mitigated Negative Declaration and/or accuracy or completeness of the Initial Study were received during the public input period. The letters and responses follow.

Copies of the draft Mitigated Negative Declaration, the Monitoring and Reporting Program and any Initial Study material are available in the office of the Development and Environmental Planning Division for review, or for purchase at the cost of reproduction.


Cathy Winterrowd, Senior Planner
City Planning Department

December 6, 1991
Date of Draft Report

December 31, 1991
Date of Final Report

Analyst: Zirkle

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City of San Diego
Planning Department
DEVELOPMENT AND ENVIRONMENTAL PLANNING DIVISION
202 "C" Street, Mail Station 4C
San Diego, CA 92101
(619) 236-6460

INITIAL STUDY
DEP No. 90-0435

SUBJECT: Canyon Hills Commercial Center. TENTATIVE PARCEL MAP, CONDITIONAL USE PERMIT, VARIANCE, PLANNED COMMERCIAL DEVELOPMENT, AMENDMENT TO PLANNED RESIDENTIAL PERMIT NO. 86-0385 and REZONE (TM, CUP, VAR, PCD, PRD/AM and RZ Nos. 90-0435) to construct a 21,760 square foot commercial/retail center with associated signs, a fast food restaurant and an automotive service station with a convenience store and a car wash. The 2.8 acre site is located at the northwest corner of Interstate 15 and Mercy Road on both sides of Alemania Road in the Mira Mesa Community (Lot 125 and Lot A of Map 11833 and a portion of Sections 20 and 29 in T14S, R2W, San Bernardino Base Meridian). Applicant: J. L. Elder Company.

I. PURPOSE AND MAIN FEATURES:

The proposed project would develop a 2.8 acre site with 21,760 square feet of retail shops and commercial office space, a fast food restaurant and an automotive service station with a convenience store and a car wash. Actions required for the project are as follows:

- A Tentative Parcel Map to subdivide the parcel west of Alemania Road into two lots. One lot would include the service station and one lot would include the rest of the commercial/retail center. The fast food restaurant would be developed on a separate lot on the east side of Alemania Road.
- A Conditional Use Permit to develop the automobile service station and carwash.
- A Planned Commercial Development Permit and Variance to develop the commercial center, including signage.
- An amendment to Planned Residential Development Permit 86-0385 to remove the portion of the site west of Alemania Road from the approved PRD. This portion of the site was included with the PRD and was originally proposed for unspecified commercial uses.
- A rezone to change a .44 acre portion of the site from A1-10 to CA. The majority of the lot west of Alemania Road was rezoned from A1-10 to CA in conjunction with PRD 86-0385; however the easterly portion of this lot was not rezoned. The lot east of Alemania Road is zoned A1-10. The entire site is currently designated for Specialized Commercial uses by the Mira Mesa Community Plan.

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The proposed site plan includes two retail/commercial buildings on the northwest perimeter of the site, west of Alemania Road and adjacent to an existing multi-family residential development (PRD 86-0385). A wall with a gate is proposed along the property line to separate the projects while permitting access between them. The project proposes 113 parking spaces to serve the 21,760 square feet of retail/commercial office use, a ratio of one space per 192 square feet. A service station with convenience store and a car wash is also proposed west of Alemania Road. The service station site provides seven parking spaces.

The fast food restaurant would be located east of Alemania Road, adjacent to the southbound I-15 off-ramp for Mercy Road. The restaurant parcel would provide sixteen parking spaces.

In general, building exteriors consist of stucco walls, concrete tile roofs and aluminum storefronts. Landscaping would be installed consistent with the conceptual landscape plan and would include trees, shrubs and groundcover. The plan indicates 36-inch box London Plane and Jacaranda trees along the Mercy Road and Alemania Road parkways. Jacaranda trees are also proposed for the Mercy Road median in front of the site.

Signage is proposed as a part of the PCD. A variance is necessary to allow uses on one parcel to have signage on a different parcel. The plan proposes three monument signs, a 50-foot-tall freeway oriented ground sign with three tenant panels, and wall signs for individual tenants. Tenant's wall signs are limited to between .65 and .75 linear feet of sign length for every linear foot of frontage; restrictions would also be placed on letter style, sign height (30 inches) and illumination. Service station signage would include a portion of one monument sign, one panel on the freeway oriented ground sign, direction signs, a canopy sign and a wall sign. The fast food restaurant would be allocated one monument sign, three wall signs and a panel on the ground sign.

II. ENVIRONMENTAL SETTING:

The project site is located on the north side of Mercy Road, adjacent to and west of Interstate 15. Alemania Road, a substandard city street, runs north from Mercy Road and separates the site into eastern and western lots. PRD 86-0385 has been built to the northwest of the subject site. A vacant lot zoned R-10,000 and A1-10 is located to the north. To the south, across Mercy Road, is vacant land currently zoned A1-10. The subject site has been graded and is currently covered with ruderal weeds. It is zoned CA and A1-10 and is designated for Specialized Commercial land uses by the Mira Mesa Community Plan.

Environmental Impact Report 80-01-34 and Supplemental Environmental Impact Report 80-01-34.2 were prepared for PRD 86-0385. The original proposal covered 75 acres on both sides of Mercy Road and included the subject site, with the exception of the restaurant parcel east of

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Alemania Road. The project would have developed 172 residences and two acres of commercial development. The EIRs concluded that significant topography/aesthetics impacts associated with the project would be mitigated to a level below significance by landscaping. Though the EIRs determined that cumulative traffic impacts (from development along the I-15 corridor) would be significant, direct impacts were considered to be mitigated to below a level of significance by the construction of Mercy Road. The current project would not adversely affect any of the mitigation measures considered during review of the original proposal.

III. ENVIRONMENTAL ANALYSIS: See attached Initial Study checklist.

IV. DISCUSSION:

Traffic/Circulation

The portion of the site west of Alemania Road would take access from Mercy Road and Alemania Road; the fast food restaurant site would take access only from Alemania Road. The project would generate 1,026 average daily trips (ADT) and all traffic generated would use Mercy Road, as Alemania Road terminates approximately 300 feet north of the site. Mercy Road is classified as a "Major Street", with a 30,000 average daily trip (ADT) capacity. The project proposes to dedicate right of way on both streets and would reconfigure the median break on Mercy Road to prohibit left turns out of the site.

A traffic study was prepared for the project (Entranco-Federhart, 1991) and approved by the Engineering and Development Department; the report is on file with the Development and Environmental Planning Division. The report analyzed traffic impacts of the project on Mercy Road from I-15 to Kika Court (the first Mercy Road intersection northwest of the site). City projections indicate that Mercy Road will ultimately carry 33,000 ADT, with up to 40,000 ADT near Interstate 15. Current traffic levels are relatively low because the planned Mercy Road/Scripps North Parkway connection has not yet been built and large scale development east of the freeway has not yet occurred. The Kika Court intersection and the freeway ramps could, without the interference described below, handle the projected traffic volumes at acceptable levels of service (LOS).

Interstate 15 at Mercy Road

Caltrans plans to eventually meter the Mercy Road north and southbound on-ramps during peak hour periods. Also, the intersections would be signalized. Ramps are metered to control freeway flow, not because of local road conditions. When metered, the Mercy Road intersection with the northbound ramp will operate at LOS "F" in the morning and LOS "D" in the evening, with or without the proposed project. The Mercy Road intersection with the southbound ramp will operated at LOS "F" in the morning and the evening, with or without the project.

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Mercy Road at Kika Court

With the southbound ramp's level of service, there is a concern that motorists travelling west on Mercy Road who wish to go south on I-15 will bypass the left turn queue for the on-ramp, proceed northwest on Mercy Road, and make a U-turn at Kika Road to access the ramp from the east. The traffic study assumed that half of the traffic would bypass the queue in this manner. The City's Engineering and Development Department would reduce the attractiveness of this maneuver by adjusting the timing of the traffic signal at Kika Court to allow only a limited amount of U-turn traffic during each cycle in peak morning periods. Reducing the amount of time for U-turns would result in a reduction to LOS.

The Entranco-Federhart report used two methodologies to assess the LOS at the Mercy Road intersection with Kika Court. The "Intersection Capacity Utilization" (ICU) methodology does not take into account the reduction in the level of service that results from shortened time for U-turns. This methodology indicates that the LOS would change as follows:

	Existing		1995		2010	
	AM	PM	AM	PM	AM	PM
No project	A	A	A	A	B	D
No project with traffic bypassing on-ramp queue	n/a	n/a	E	n/a	F	n/a
With project only	A	A	A	A	C	D
With project and traffic bypassing on-ramp queue	n/a	n/a	F	n/a	F	n/a

The table shows that the intersection will be operating at unacceptable levels of service by the year 2010 with or without the project. By itself, the project would cause the intersection's LOS to change from "B" to "C". This change is minor compared to the volume of traffic which is expected to come from the east side of the freeway and impact the intersection.

The report also analyzed the Mercy Road/Kika Court with the "Highway Capacity Manual" methodology, which does take into account the effects of the adjusted U-turn time. This methodology indicates that, with or without the project, the Mercy Road/Kika Court intersection would operate at LOS "B".

The addition of trips to an area which is expected to have unacceptable levels of service in the future would result in significant cumulative impacts. The project will, therefore, contribute to a significant, cumulative traffic impact which will occur at the Kika Court and freeway ramp intersections after build out of Scripps Ranch North and the connection of Mercy Road to Scripps North Parkway. However, the project's 1,026 ADT is considered an insignificant contribution to the cumulative impact.

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The traffic study recommends the following improvements to facilitate improved traffic flow around the site. These measures would be conditions of the Planned Commercial Development Permit and would mitigate the project's direct traffic/circulation impacts to a level below significance:

1. Dedicate right of way for Mercy Road and Alemania Road, and improve Alemania Road, to the satisfaction of the City Engineer.
2. Modify the Mercy Road median at Alemania Road to prohibit left turn exits onto Mercy Road to the satisfaction of the City Engineer.
3. Construct a U-turn pocket for northwest bound Mercy Road traffic at Kika Court to the satisfaction of the City Engineer.

V. RECOMMENDATION:

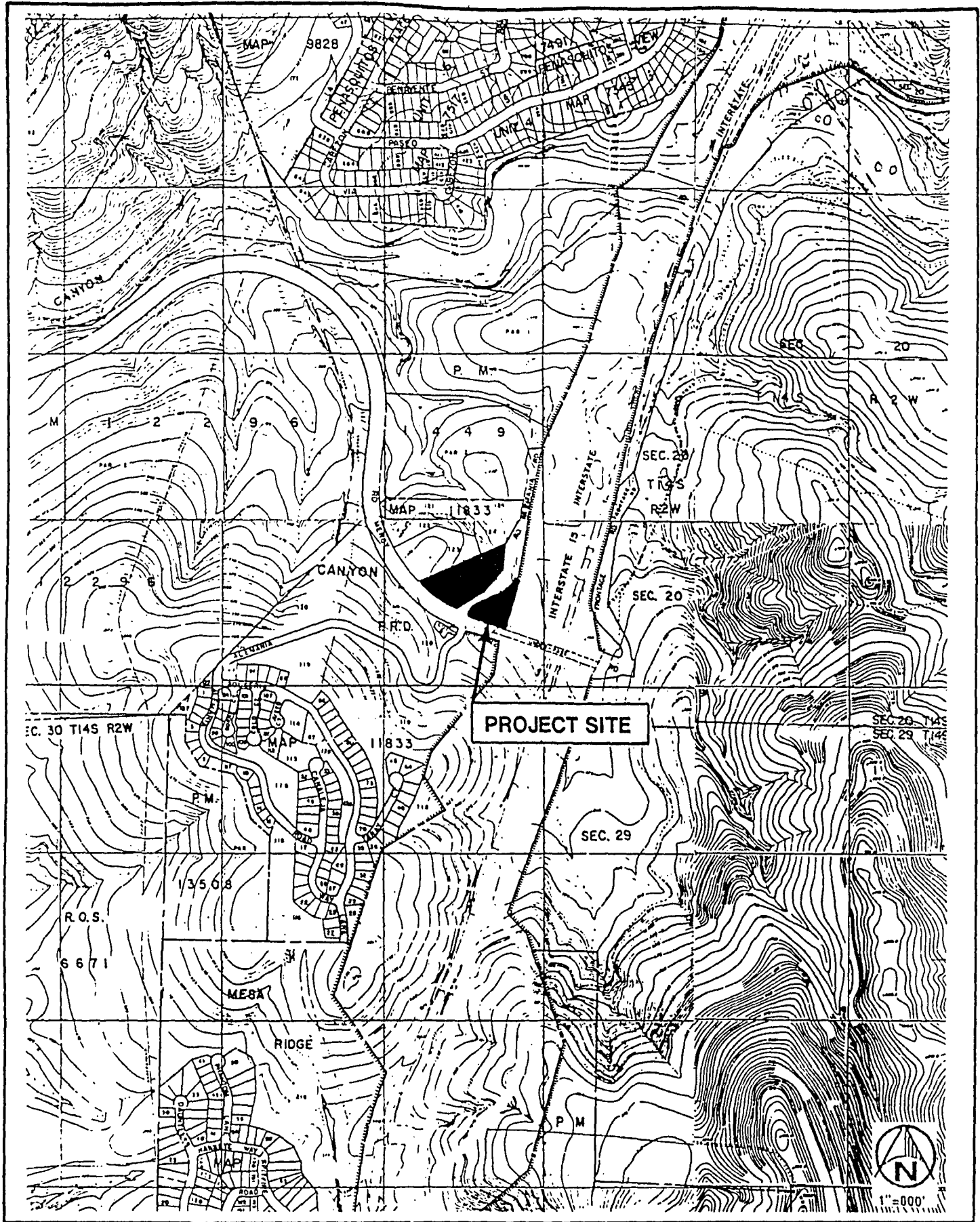
On the basis of this initial evaluation:

- The proposed project would not have a significant effect on the environment, and a NEGATIVE DECLARATION should be prepared.
- Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described in Section IV above have been added to the project. A MITIGATED NEGATIVE DECLARATION should be prepared.
- The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT should be required.

PROJECT ANALYST: Zirkle

Attachments: Location Map
Initial Study Checklist

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LOCATION MAP

Environmental Analysis Section
 CITY OF SAN DIEGO · PLANNING DEPARTMENT

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FIGURE

1

EXHIBIT A

MITIGATION MONITORING AND REPORTING PROGRAM

Canyon Hills Commercial Center

CONDITIONAL USE PERMIT, TENTATIVE PARCEL MAP,
VARIANCE, PLANNED RESIDENTIAL DEVELOPMENT PERMIT AMENDMENT,
REZONE and PLANNED COMMERCIAL DEVELOPMENT PERMIT

DEP No. 90-0435

This Mitigation Monitoring and Reporting Program is designed to ensure compliance with AB 3180 (1988) during implementation of mitigation measures. This program identifies at a minimum: the department responsible for the monitoring, what is to be monitored, how the monitoring shall be accomplished, the monitoring and reporting schedule, and completion requirements. All mitigation measures contained in the Mitigated Negative Declaration (DEP No. 90-0435) shall be made conditions of PLANNED COMMERCIAL DEVELOPMENT Permit 90-0435 as may be further described below.

Traffic/Circulation

In order to mitigate the project's direct traffic/circulation impacts, the applicant has agreed to the following, which are conditions of the Planned Commercial Development Permit:

1. Dedicate right of way for Mercy Road and Alemania Road, and improve Alemania Road, to the satisfaction of the City Engineer.
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Passed and adopted by the Council of The City of San Diego on APR 28 1992,
 by the following vote:

Council Members	Yeas	Nays	Not Present	Ineligible
Abbe Wolfsheimer	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ron Roberts	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
John Hartley	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
George Stevens	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tom Behr	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Valerie Stallings	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Judy McCarty	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Bob Filner	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Mayor Maureen O'Connor	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

AUTHENTICATED BY:

(Seal)

MAUREEN O'CONNOR
 Mayor of The City of San Diego, California.

CHARLES G. ABDELNOUR
 City Clerk of The City of San Diego, California.

By  Deputy.

Office of the City Clerk, San Diego, California

Resolution R-279867 APR 28 1992
 Number..... Adopted.....