

ENVIRONMENTAL-DOCUMENTS



NOTICE OF DETERMINATION

TO: ☒ Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

☒ Recorder/County Clerk
Attn: Sue MacGowan
1600 Pacific Highway, M.S. A33
San Diego, CA 92101

FROM: County of San Diego
Department of Planning and Land Use, M.S. 0650
Attn: Nora Rivera
5201 Ruffin Road, Suite B
San Diego, CA 92123

SUBJECT: FILING OF NOTICE OF DETERMINATION IN COMPLIANCE WITH PUBLIC RESOURCES CODE SECTION 21108 OR 21152

Project Name: SP94-002, REZ 94-007, LOG NO. 94-8-30, CHAMPAGNE GARDENS SPECIFIC PLAN

State Clearinghouse No.: 95101055

Project Location: East of I-15, north of Welk Resort on east & west sides of Champagne Blvd., south of Old Castle Road

Project Applicant: Champagne Gardens Property Owners, 1585 Rosecrans Street, San Diego, CA 92106

Project Description: Specific Plan consists of various visitor serving commercial uses including a gas station/mini-mart, motels, specialty retail, parking structure, 1,200 seat amphitheater, conservatory, gardens, restaurants, resort, bed & breakfast inn, winery, & ancillary uses. Rezone would modify the structure types, heights, special area regulations, & setbacks allowed. Specific Plan would guide development of the area when future implementing permits are proposed.

Agency Approving Project: County of San Diego
County Contact Person: LeAnn Carmichael Telephone: (619) 694-3739
Date Form Completed: December 2, 1998

This is to advise that the County of San Diego Board of Supervisors has approved the above described project on January 13, 1999 and has made the following determinations:

1. The project ☒ will ☐ will not have a significant effect on the environment.
2. ☒ An Environmental Impact Report was prepared and certified for this project pursuant to the provisions of the CEQA.
☐ A Negative Declaration or Mitigated Negative Declaration was prepared for this project pursuant to the provisions of the CEQA.
3. Mitigation measures ☒ were ☐ were not made a condition of the approval of the project.

The following determinations are only required for projects with Environmental Impact Reports:

4. A Statement of Overriding Considerations ☐ was ☒ was not adopted for this project.
5. Findings ☒ were ☐ were not made pursuant to the provisions of State CEQA Guidelines Section 15091.

Project status under Fish and Game Code Section 711.4 (Department of Fish and Game Fees):

- ☐ Certificate of Fee Exemption (attached)
☒ Proof of Payment of Fees (attached)

The Environmental Impact Report with comments and responses and record of project approval may be examined at the County of San Diego, Department of Planning and Land Use, Project Processing Counter, 5201 Ruffin Road, Suite B, San Diego, California.

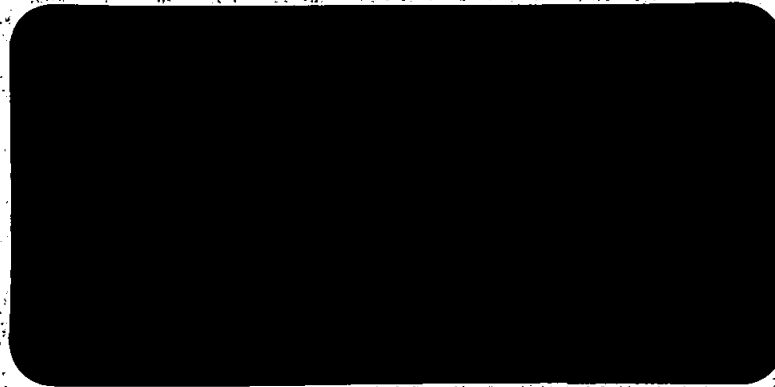
Date received for filing and posting at OPR: _____

Signature: _____

Telephone: (619) 694-3739

Name (Print): LeAnn P. Carmichael Title: Environmental Management Specialist II

This notice must be filed with the Recorder/County Clerk within five working days after project approval by the decision-making body. The Recorder/County Clerk must post this notice within 24 hours of receipt and for a period of not less than 30 days. At the termination of the posting period, the Recorder/County Clerk must return this notice to the Department address listed above along with evidence of the posting period. The originating Department must then retain the returned notice for a period of not less than nine months. Reference: CEQA Guidelines Section 15075 or 15094.



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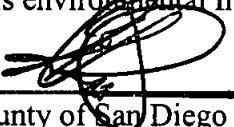
ORIGINAL



Consultants

**FINAL
ENVIRONMENTAL IMPACT REPORT**
for
**CHAMPAGNE GARDENS
SPECIFIC PLAN**
DPLU Case # SP94-002, REZ 94-007
Environmental Log No. 94-8-30
SCH# 95101055

This environmental Impact Report was certified by the


County of San Diego on 1-13-99 2
(Date) (Item No.)

Gary L. Pryor, Director
County of San Diego, Department of Planning and Land Use

Prepared for: County of San Diego
Contact: Ms LeAnn Carmichael
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San Diego, California 92123

Applicant: Champagne Gardens Property Owners
1585 Rosecrans Street
San Diego, California 92106

Prepared by: TRS Consultants
7867 Convoy Court, Suite 312
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RECEIVED

JAN 06 1999

**DEPARTMENT OF PLANNING
AND LAND USE**

August 1998

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(prepared as a separate volume)

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Appendix A2,	Spring Survey Letter, Vincent N. Scheidt, Biological Consultant, May 30, 1995
Appendix A3,	Review Letter, Ogden Environmental and Energy Services,
Appendix A4,	Focused California Gnatcatcher Field Survey, Vincent N. Scheidt, Biological Consultant, October 21, 1996
Appendix A5,	Focused Survey of Potential Road Widening Impacts Letter, Vincent N. Scheidt, Biological Consultant, January 8, 1997
Appendix A6,	Focused Field Survey of Slope Areas above the Champagne Gardens Site, Vincent N. Scheidt, Biological Consultant, April 29, 1997
Appendix A7,	Focused Arroyo Toad Survey of the Champagne Gardens Site, Vincent N. Scheidt, Biological Consultant, May 7, 1997
Appendix B,	Traffic Impact Analysis, Endo Engineering, February 1994
Appendix C,	Report on a Preliminary Acoustical Study, James C. Berry, March 5, 1994
Appendix D,	Report of Geologic Reconnaissance: Champagne Gardens, Southern California Soil and Testing, Inc., August 8, 1992
Appendix E,	Flooding and Drainage Analysis, Huitt-Zollars, Inc., February 11, 1994
Appendix F,	Public Services Availability Letters
Appendix G,	Cultural Resource Assessment, TMI Environmental Services, January 25, 1992
Appendix H,	Subarea 1 Visual Study, TRS Consultants, December 2, 1996

I. SUMMARY

This document is by definition a Draft Environmental Impact Report (DEIR), with a focus on the potentially significant environmental effects of the proposed Champagne Gardens commercial project. This DEIR is prepared in accordance with the California Environmental Quality Act (CEQA), as amended, and Title 14 of the California Administrative Code, as revised. The following chapters will describe the project and its environmental setting and evaluate its potentially significant environmental effects, while reports pertaining to this analysis are included as technical appendices. Additional environmental studies may be needed to supplement the DEIR and process future implementing permits.

This Draft Environmental Impact Report pertains to the Specific Plan and Zone Reclassification for the Champagne Gardens Specific Planning Area. The Specific Planning Area pertaining to this proposal consists of 84.91 acres located off Champagne Boulevard in the unincorporated area of the County of San Diego approximately five miles north of the City of Escondido, California.

The goals and objectives of the project include creating a viable visitor center, enhancing the resort character of the area, and providing commercial benefits to the neighborhood, while remaining sensitive to the site's significant natural resources by preserving them when feasible and mitigating any impacts resulting from the project, both on and offsite.

A. Project Synopsis

The project consists of seven sub-areas straddling Champagne Boulevard, and comprises portions of three Community or Subregional Planning areas: North County Metropolitan Subregional Planning Area, Bonsall Community Planning Area, and Valley Center Community Planning Area. In Sub-areas 1-6 the Champagne Gardens property is designated (21) SPA on the relevant Plans and is zoned S-90, an interim zoning category. Sub-area 7 is designated (17) Estate and is zoned RR-5. As noted in the Plan texts, the objective of the Champagne Boulevard Specific Plan Area (subsequently renamed by the applicants as Champagne Gardens) is to accommodate visitor-serving commercial uses. Additional facets of the specific plan include the requirements that (1) no permanent residences be allowed other than those currently existing; (2) slopes in excess of 25 percent be left in their natural state; (3) all development be phased with the availability of adequate public services and facilities; and (4) sensitive environmental resources be preserved.

In accordance with the Bonsall and Valley Center Community Plans and the North County Metropolitan Subregional Plan, the Champagne Gardens Specific Plan proposes a visitor-serving commercial complex designed to sustain and enhance the

existing resort orientation of the area created by the Lawrence Welk Resort to the south and the Castle Creek (formerly Circle R) Resort to the north. Uses in anticipated for the specific planning area include a gas station/mini-mart, motels, amphitheater, retail, administration center, conservatory/gardens, specialty retail, restaurants, theaters, hotel/time share (with conference center and health spa), winery, bed-and-breakfast inn, cafe, wine cellar, storage, warehouse expansion, food fairs, restaurant row, and parking areas/structure, in addition, to an existing deli, car museum, and reception hall. The proposed Zone Reclassification would alter the existing zone classification to require the filing of a Major Use Permit or Site Plan as an implementing procedure for development on any of the Specific Plan sub-areas. No implementing procedures are proposed with this FEIR.

B. Summary of Significant Effects and Mitigation

Following is a summary of the issues that have been identified as having potential for environmental impact, along with statements of proposed mitigation and the relative effects of proposed alternatives. Table 1, page 15-16, summarizes the significant effects and proposed mitigation. A full discussion of each impact can be found in Section III below. Effects found not to be significant are discussed in Section V.

1. Biological Resources

Impacts

Impacts to biological resources are considered significant but mitigable, and are:

- a. Approximately 2.82 acres of Coast Live Oak Woodland (32.4% of the onsite resource) would be impacted by the project. Proposed maximum development areas would impact the 50 foot buffer of some oak areas. This impact is estimated at 1.42 acres.
- b. Approximately 11.69 acres (35.2% of the onsite resource) of Diegan Sage Scrub (DSS) would be lost. DSS is the habitat occupied by nine Threatened California Gnatcatchers identified on the site in four areas, three of which may be impacted.
- c. Sycamore/Willow Riparian Forest (0.31 acres, 8% of the onsite resource) and Southern Willow Scrub (0.50 acres, 51.5% of the onsite resource) are impacted by the project.

- d. Encroachments onto sensitive habitat lands, a concern of the San Diego County Resource Protection Ordinance, occur in several areas of the site.
- e. There are potential impacts to breeding birds, specifically the Willow Flycatcher and Least Bell's Vireo.
- f. The project is in an area that provides connectivity between habitat corridors offsite. This connectivity is important in implementing the Multiple Habitat Conservation Plan (MHCP).¹
- g. Impacts to wildlife corridors are significant. Connectivity between wildlife habitats exists between the project area and several offsite areas. The substantial level of potential development being anticipated, if constructed, could disrupt the movement of wildlife along these corridors. Specifically, connectivity from the eastern hills down to the riparian areas of South Fork of Moosa Creek could be impacted. Also very important are offsite links along the south fork of Moosa Creeks to the north and south. These areas support riparian and disturbed wetland habitats that, in turn, support a variety of species. There are significant areas of Diegan Sage Scrub (DSS) between Champagne Boulevard and I-15 south of Sub-area 1 and north of Sub-area 6.

Mitigation

Impacts to biological resources on the project site are considered to be significant but mitigable². Mitigation for biological impacts will include:

- a. Planting of Coast Live Oaks in disturbed areas at a ratio of 10:1 for lost trees.
- b. Preservation in open space of 21.5 acres of Diegan Sage Scrub, approximately 64.7% of the onsite resource.
- c. Dedication as perpetual open space easement of 11.36 acres of DSS on adjacent properties under the same ownership.

¹County participation in the MCHP was active at the time of preparation of the FEIR.

²Because no implementing procedures are proposed with this EIR, additional impact studies and mitigation will be required at the implementing phase of development, in association with Major Use Permit and Site Plan applications. Additional studies required on a sub-area basis are detailed in the Champagne Gardens Specific Plan and in the appropriate technical discussion in this report.

- d. Creation of a biological revegetation area in which sensitive Southern Willow Scrub and Southern Arroyo Willow Forest habitat will be restored and to which access will be restricted.
 - e. Revegetation of riparian habitat at a minimum of 3:1 ratio.
 - f. Sensitive resource preservation through onsite biological open space easement dedication to which access will be restricted.
 - g. Additional California Gnatcatcher and breeding bird surveys prior to implementation.
 - h. Project design which preserves offsite connectivity and open space corridors.
2. Community Character/Visual Aesthetics

Impacts

Impacts to Community Character are not significant. Visual impacts are significant but mitigable.

The Champagne Gardens Specific Plan and rezone would accommodate a visitor-serving commercial complex compatible with and complementary to existing area resorts. The project conforms to relevant regional and local policies pertaining to community character, and the particular design parameters for the Champagne Gardens SPA, as set out in the texts of the North County Metropolitan Subregional Plan, the Bonsall Community Plan, and the Valley Center Community Plan. The general project design is in conformance with standards for design in the I-15 Corridor Design Review Guidelines, although precise sub-area development proposals will be required to submit to I-15 Corridor Design Guideline review.

The current visual setting, which consists of limited development, an abandoned horse ranching facility, and undeveloped fields and hillsides, would be transformed into a planned visitor-serving commercial area, including a parking structure and four-story hotel. Impacts to visual resources will be created by building mass and density.

Mitigation

Mitigation is not required for impacts to community character. To mitigate visual impacts:

- a. Additional visual impact studies will be required of Sub-areas 1A (gas station/mini-mart), 1B (motel), 2B (parking structure), 3A (conservatory) and 4A (hotel/time share).
- b. Significant areas will be preserved in open space.
- c. Structures will be set back from major roads. Special screening of and softening of views of the hotel and parking structure, using planters or other architectural measures, shall be included in the design of these structures.
- d. Underground parking shall be used whenever possible to minimize the visual impact of automobiles and parking areas.
- e. Landscaping plans and sensitive site design will be required in all sub-areas.
- f. All project components will be submitted to the I-15 Design Review Board.
- g. Height limits shall be made a condition of the new zoning for the site.

3. Traffic

Impacts

Impacts on traffic are considered significant but mitigable. Approximately 8,360 Average Daily Trips (ADT) would be introduced onto the area roadways as a result, several intersections would experience a diminished Level of Service (LOS). Such impacts will be realized over time, as specific sub-areas are developed, and, based on the possibility that the sub-areas could develop to a less than maximum extent, traffic effects could be substantially less than those discussed in this EIR.

Mitigation

Various road improvement strategies, including widening of Champagne Boulevard and the fair share contribution to improvements at seven area

intersections will be required. Such mitigation will reduce the traffic impacts to below a level of significance in accordance with CEQA.

4. Noise

Impacts

The impact of future traffic on proposed project facilities is potentially significant:

- a. Noise impacts on the project structures from nearby roadways are likely to be significant, exceeding CNEL of 60dB(A) in some areas.
- b. Noise impacts from the project generated traffic are not significant. The short term increase due to a worst-case scenario, which would entail the introduction of all project traffic instantaneously, would increase noise levels by just over 4 dB(A) in the vicinity of the project. This impact is highly localized, affecting areas where the project borders Champagne Boulevard. At other locations, the traffic noise level increase will be 2 dB(A) or less. Regardless of the short term pattern of noise introduction, however, by the year 2010, relative noise increase due to project traffic will be within about 1 dB or less. Project traffic therefore, can be anticipated to increase the overall traffic noise levels only insignificantly.
- c. Project impact to the surrounding areas is potentially significant. The proposed amphitheater may be a significant source of noise.
- d. Construction noise impacts are potentially significant. Construction noise may create a significant but temporary noise impact. Construction noise will be regulated by existing County codes. The presence of breeding birds may require that grading activities be curtailed during the breeding season.

Mitigation

The following mitigation is proposed:

- a. Design features are proposed to reduce interior noise levels to CNEL of 45 dB(A) as required by County and State regulations. Mitigation measures may include heavy, sound-insulating glazing, thermopane glass, improved exterior doors with seals, and air-conditioning. Applicable exterior noise mitigation measures shall be applied where needed. More definitive measures will be proposed when projects are implemented at the Major Use Permit/Site Plan level of review.

- b. A special condition of the Site Plan for Sub-areas 1, 6 and 7 will require a noise analysis of these projects when specific designs are proposed.
- c. The Major Use Permit for the amphitheater shall require the noise impact of the amphitheater operation be analyzed and mitigation recommended if needed. Amphitheater design must include a berm or barrier opposite performance areas to deflect noise. Amphitheater operations must conform to the County Noise Ordinance, which limits noise impacts at the project boundary.
- d. Potential impacts on breeding birds in Sub-areas 2, 3, and 4 must be assessed at the Major Use Permit and Site Plan stage of project implementation.

5. Geology/Soils

Impacts

Impacts to geology and soils are considered to be significant but mitigable. From a geotechnical perspective, development of the site as proposed is considered to be feasible.

- a. Geologic conditions and materials present on the property require that mitigation be implemented to insure that the potential for geologic hazard is minimized.
- b. Steep slope impacts, regulated under the San Diego County Resource Protection Ordinance, occur in some sub-areas.

Mitigation

The following mitigation is proposed:

- a. Specific mitigation measures would be determined by site-specific geologic studies performed at the time of implementation of the Major Use Permit/Site Plans. Additionally, crossings proposed over the floodplain will be reviewed for impacts.
- b. A special Area "G" Designator for Sub-areas 1A, 1B, 4A, and 5D will require that each sub-area (1) meet specific steep slope encroachment calculations, and (2) dedicate those areas of steep slope outside of the encroachment allowances in permanent open space easement.

- c. Design limitations will be imposed in steep slope areas in Sub-area 5D to minimize encroachments. These measures would reduce all soils and steep slopes impacts accruable to the project as proposed to a level below significance.

6. Flooding/Drainage

Impacts

Impacts to flooding and drainage are considered significant but mitigable.

- a. The project proposes encroachment into the floodplain of the south fork of Moosa Creek. In compliance with the County Ordinances 8334 and 7968, such encroachment may not cause flood water heights on neighboring properties to rise by more than one foot, nor may it substantially increase velocities in other reaches of the creek.
- b. Implementation of the project would change overland flows slightly and create impervious surfaces which would increase runoff from the site.

Mitigation

The following mitigation is proposed:

- a. No structure will be placed in the floodplain that would significantly impede water flow. Proposed uses permitted within the floodplain, which are defined as temporary or non-obstructive structures, include an amphitheater, parking lot and parking structure, road crossings, and walkways.
- b. Best Management Practices will be used to mitigate impacts on storm water quality, and may include use of sand bags, erosion planting, and other measures. Implementation of these measures will reduce all significant flooding/drainage impacts to a level below significance.
- c. Disturbed drainage areas shall be revegetated with vegetation appropriate to surrounding habitats. A monitoring plan will be implemented to ensure a successful landscaping program.
- d. Sub-areas 2A, 2B, 2C, and 4A shall be evaluated for potential flooding impacts as a condition of the new zoning of the property.

7. Cumulative Impacts

Impacts

Cumulative impacts are considered to be significant but mitigable. Development of the proposed project will incrementally add to cumulative impacts of regional development. Those impacts are of both a quantifiable nature (for example, traffic, noise, biological affects, and drainage on facilities and services) and a non-quantifiable nature (such as visual and regional loss of open space).

Mitigation

- a. To mitigate for cumulative biological impacts, the project shall use enhanced biological open space, project design, and dedication of up-slope areas to biological open space, to preserve wildlife corridors and habitat connectivity, which have a regional significance.
- b. For cumulative traffic impacts, the project shall contribute its fair share toward the upgrading of area intersections impacts by the project. In addition, selected road segments in the area shall be improved.
- c. For cumulative noise impacts, additional studies shall be required at the implementation stage of development to evaluate selected noise impacts.
- d. For visual impacts, project designs must be submitted to the I-15 Design Review Board prior to implementation of any project.
- e. For public service, project must ensure that services are available to serve the project. Impact fees, where required, must be paid.

C. Project Alternatives

The FEIR analyzes four reasonable alternatives to the proposed project. These alternatives are discussed in detail in Section IV below. Table 1, Summary of Impacts, pages 15 and 16, encapsulates the alternatives and their major environmental impacts. The studied alternatives are:

1. Alternative 1: No Project.

This alternative would deny the currently-proposed Champagne Gardens project, but would require the proposal of a similar use, as defined by the text of the controlling community/subregional plans and the limitations of the C-

42 visitor serving commercial classification. Given a scenario of maximum buildout, environmental impacts would likely be similar to those of the proposed project.

2. Alternative 2: No Development.

This alternative would retain the site's current land use status, allowing continuation of the existing site uses which include a winery, car museum, and deli in the southeast, with a mini-storage facility in the southwest. Large areas of the site would remain in disturbed and undisturbed open space. None of the potential environmental impacts of the project would be incurred under this scenario.

- a. Biological Resources: This alternative would leave the site's biological resources undisturbed. No encroachment into sensitive habitat would occur.
- b. Community Character/Visual Aesthetics: This alternative would retain the rural and open space ambiance of the site and would have no significant effects.
- c. Traffic: With this alternative, traffic levels would increase at a slower rate, based on surrounding development.
- d. Noise: This alternative would leave the area in its current state of development, with traffic noise from I-15 and Champagne Boulevard increasing gradually as uses in surrounding areas expand.
- e. Geology/Soils: This alternative would preclude impacts.
- f. Flooding/Drainage: This alternative would not impact the site's floodplain.
- g. Public Service: Impacts would not occur. The project would not contribute to cumulative impacts in the region.
- h. Cumulative Impacts: With no development, there would be no cumulative impacts.

3. Alternative 3: Reduced Intensity Alternative

The reduced intensity project reduces maximal site uses by approximately one-quarter, based on a reduction of structural floor area and associated parking requirements. The following impacts would not be reduced: noise and community character/visual. This alternative reduces the following impacts:

- (1) Biological Resources: The reduced project alternative would reduce the mass of the project. With more siting flexibility, additional open space could be created. Encroachments could be reduced with this alternative.
- (2) Community Character: Impacts would not be reduced by this alternative.
- (3) Traffic: This alternative would reduce traffic impacts by approximately 25 percent or 2090 ADT, a significant reduction. Fewer area intersections would be signalized with this proposal.
- (4) Noise: Impacts would not be reduced by this alternative.
- (5) Geology/Soils: This alternative would reduce soils impacts, largely due to a reduction in grading impacts to soils. Steep slope impacts would also be reduced in some areas, due to smaller building footprints.
- (6) Flooding and Drainage: This alternative would reduce impacts by reducing the area of impervious surfaces. More open space and flexibility in siting of parking areas and other project elements may reduce impacts further.
- (7) Public Services: Under this alternative, impacts are significant, but reduced. Water and service demand would be reduced by approximately 25 percent and potential calls on police and fire resources would be reduced as well.
- (8) Cumulative Impacts would be reduced due to the smaller scale of the project.

4. Alternative 4: Reduced Entry

The Reduced Entry Alternative duplicates the existing project, except that the main entry to Sub-area 4 would be moved north. An existing entry in Sub-area 5 would be retained. Impacts in all areas except biology remain similar. This alternative provides the following significant reductions in biological impacts:

- a. Biological Resources: This alternative would preserve an additional 0.24 acres of the Coast Live Oak habitat in Sub-area 4. Riparian impacts would be reduced by 0.08 acres with the elimination of one new crossing.

5. Alternative Site

No alternative site is proposed. CEQA Section 15126 (d)(5)(B)(2) allows that "[i]f the lead agency concludes that no feasible alternative locations exist, it must disclose the reasons for this conclusion, and should include the reasons in the EIR."³ The Champagne Gardens project is predicated on the use of a specially designated site, the Champagne Gardens Specific Plan Area. Because the existing community plan land use designation directs a complimentary and harmonious relationship with the Lawrence Welk Resort and the Castle Creek Resort, the project has been definitively designated for the type of use proposed by the Champagne Gardens SPA. Additionally, the proximity of the site to, and the importance of the continuity of the proposed use on the subject site with other resort uses in the area, as well as the 80 acre size of the subject site, renders an alternative site infeasible. Further, the topography of the area, and the particular configuration of ownership, some with ongoing operations in the area, have dictated the unique concept, design, and location. Examination of an alternative site location would, therefore not be relevant.

6. Choice of Project Over Other Alternatives

The proposed project is the choice from among the given alternatives because it accomplished the greatest number of project goals in an environmentally sensitive context.

³(Guide to the California Environmental Quality Act (CEQA): 1995 Supplement to 1994 Edition, page 203).

7. Environmentally Superior Alternative

The environmentally superior alternative, aside from Alternative 2, No Development, would be Alternative 3, Reduced Intensity Alternative. Alternative 3 would reduce project footprints, allowing more flexibility in siting and reducing required mitigation. Project impacts would be reduced in the case of biological resources, traffic, geology/soils, flooding/drainage, and cumulative impacts. Impacts to cultural resources/archaeology, community character, and growth inducement remain not significant. Impacts to visual resources, public services, and on noise levels remain similar to the proposed project. A more detailed discussion of the alternative is found in Chapter IV of this document.

D. Areas of Controversy

1. Biology

The project will impact sensitive biological resources, in particular Diegan Sage Scrub, habitat of the Federally listed threatened California Gnatcatcher.

Response: Some sub-areas do encroach into Sage Scrub, for which a habitat loss permit must be approved by the County of San Diego. California Gnatcatchers have been found in a focused study of the area. Significant areas of Diegan Sage Scrub would be preserved in open space by the project. (See FEIR page 41).

2. Visual Aesthetics

The project will seriously alter the visual aesthetics of the area.

Response: The Champagne Gardens SPA will alter the appearance of the SPA. The regional community plans call for the SPA to be compatible with the Lawrence Welk Resort complex to the south and the Castle Creek Resort to the north, thereby eliminating any incongruous visual impact when one views the sites from the travel lanes of I-15. Siting, design restrictions, landscaping, and revegetation plans will serve to reduce visual impacts. The overall garden-theme of the project is planned to help harmonize the use with existing natural amenities. (See FEIR page 95).

3. Traffic

The project will introduce a high level of traffic onto area roadways.

Response: The FEIR examines maximum use of the site. If maximum use is made of the site, Champagne Gardens would introduce 8,360 Average Daily Trips onto area roadways. The project proposes extensive improvements to mitigate impacts, including signalization of several area intersections. (See FEIR page 143).

4. Noise

The project's proposed amphitheater will produce significant levels of noise in the area.

Response: The amphitheater, with 1200 seats, is of very limited scale. The design, with sound projected against a barrier or seating located on a raised berm, will serve to reduce noise impacts from the amphitheater. The noise analysis determined that the amphitheater must be operated so as to conform with the County of San Diego noise ordinance, which would impose limits of between 45 and 50 dB(A) at the project boundary. (See FEIR page 186).

E. Issues to Be Resolved by the Decision-Making Body

The County Board of Supervisors need to certify that the FEIR adequately reflects the environmental impacts of the project and whether the project or any of its alternatives shall be approved.

Impact	Project	No Project Current Zoning	Lesser Project: 25% Reduction	Alternate Entry	No Development
Biological Resources	Significant Impact Mitigated by Biological Zone Open Space Project Design Revegetation Additional Surveys at Permit Application	Significant Impact Similar to Project Mitigated by Biological Zone Open Space Project Design Revegetation Additional Surveys at Permit Application	Significant Impact Reduced from Project Mitigated by Biological Zone Open Space Project Design Revegetation Additional Surveys at Permit Application	Significant Impact Reduced from Project Mitigated by Biological Zone Open Space Project Design Revegetation Additional Surveys at Permit Application	No Impact
Community Character/Visual	CC: No Impact Visual: Significant Impact Mitigated by Open Space Project Design Landscaping Plan Revegetation Additional Surveys at Permit Application Design Review	CC: No Impact Visual: Significant Impact Similar to Project Mitigated by Open Space Project Design Landscaping Plan Revegetation Additional Surveys at Permit Application Design Review	CC: No Impact Visual: Significant Impact Similar to Project Mitigated by Open Space Project Design Landscaping Plan Revegetation Additional Surveys at Permit Application Design Review	CC: No Impact Visual: Significant Impact Similar to Project Mitigated by Open Space Project Design Landscaping Plan Revegetation Additional Surveys at Permit Application Design Review	No Impact
Traffic	Significant Impact Mitigation by Road Improvements Fair Share Intersection Contributions	Significant Impact Similar Impact Mitigation by Road Improvements Fair Share Intersection Contributions	Significant Impact Reduced from Project Mitigation by Road Improvements Fair Share Intersection Contributions	Significant Impact Similar to Project Mitigation by Road Improvements Fair Share Intersection Contributions	No Impact

Table 1

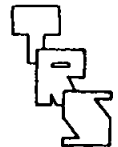
Summary of Impacts



Impact	Project	No Project Current Zoning	Lesser Project 25% Reduction	Alternative Entry	No Development
Noise	Significant Impact Mitigated by Project Design Additional Assessment at Implementation	Significant Impact Similar to Project Mitigated by Project Design Additional Assessment at Implementation	Significant Impact Similar to Project Mitigated by Project Design Assessment at Implementation	Significant Impact Similar to Project Mitigated by Project Design Additional Assessment at Implementation	No Impact
Geology/Soils	Significant Impact Mitigated by Project Design Open Space for Steep Slopes Additional Studies at Implementation	Significant Impact Similar to Project Mitigated by Project Design Open Space for Steep Slopes Additional Studies at Implementation	Significant Impact Reduced from Project Mitigated by Project Design Open Space for Steep Slopes Additional Studies at Implementation	Significant Impact Similar to Project Mitigated by Project Design Open Space for Steep Slopes Additional Studies at Implementation	No Impact
Flooding/Drainage	Significant Impact Mitigated by Project Design	Significant Impact Similar to Project Mitigated by Project Design	Significant Impact Reduced from Project Mitigated by Project Design	Significant Impact Similar to Project Mitigated by Project Design	No Impact
Public Services	Significant Impact Mitigated by Appropriate Fees	Significant Impact Similar Impacts Mitigated by Appropriate Fees	Significant Impact Reduced from Project Mitigated by Appropriate Fees	Significant Impact Similar Impacts Mitigated by Appropriate Fees	No Impact
Cumulative Impacts	Significant Impact Mitigation by Project- specific mitigation and adherence to regional programs	Significant Impact Similar to Project Mitigation by Project- specific mitigation and adherence to regional programs	Significant Impact Reduced from Project Mitigation by Project- specific mitigation and adherence to programs	Significant Impact Similar Impact Mitigation by Project- specific mitigation and adherence to regional programs	No Impact

Table 1

Summary of Impacts



II. PROJECT DESCRIPTION AND ENVIRONMENTAL SETTING

A. Project Description and Location

1. Location

The Champagne Gardens project site is located in the north central region of the County of San Diego, straddling the unincorporated communities of Bonsall, Valley Center, and the North County Metropolitan Subregion (The Hidden Meadows Sponsor Group area). Approximately five miles north of the downtown area of the City of Escondido, the site is adjacent to and east of the I-15 freeway. Champagne Boulevard (Old Highway 395), which runs roughly parallel to and east of I-15, bisects the specific planning area, creating two development areas, lying east and west of the road. (See Figure 1, Regional Location Map, page 27).

The property can be most directly regionally accessed via I-15 to Gopher Canyon, then south on Champagne Boulevard or from I-15 to Deer Springs Road, then north on Champagne Boulevard. Legal access is directly off Champagne Boulevard. Champagne Gardens is situated in portions of the southern half of Section 1, and portions of the eastern half of Section 12, Range 3 West, Township 11 South of the USGS 7.5, San Marcos Quadrangle. The reader is referred to Figure 2, Project Location Map, page 28 for a more exact location.

Site topography is varied, with much of the property occupying the floor and lower slopes of a portion of the south fork of Moosa Canyon. Several low knolls are present on the property, particularly west of Champagne Boulevard. The site's high elevation is located in the southeast corner at approximately 750 feet AMSL (above mean sea level), while the low elevation of 475 feet AMSL is located on the floor of the canyon at the northern boundary of the site. Champagne Gardens and the surrounding area are depicted on an aerial photograph included as Figure 3, page 29.

The site is bisected by Champagne Boulevard, as stated, and is situated between Old Castle Road on the north and Lawrence Welk Drive on the south. The 30-acre portion of the property lying west of Champagne Boulevard is currently undeveloped with the exception of the very southerly tip, which is occupied by a one-acre mini-storage facility. Bounded on the east by Champagne Boulevard and on the west by Interstate 15, the western portion

ranges from nearly flat terrain to rolling hillsides and is vegetated with a complex of Diegan Sage Scrub, Scrub Oak Chaparral, and disturbed grasses.

Lying east of Champagne Boulevard, the remaining 50 SPA acres include the Deer Park Winery and associated car museum in the south. The balance of the area is currently vacant, with an unoccupied residence and defunct horse ranch occupying its northern portion. The south fork of Moosa Creek traverses the site in this area, and terrain ranges from the flat creek area and its associated mapped floodplain to steep hillsides along the eastern boundary. While disturbed non-native grasses cover much of the portion of the site east of Champagne Boulevard, mature oaks and dense riparian woodland extend along the creek. Areas of sage scrub vegetation extend up into the eastern hills.

2. Current Description and Ownership

The Champagne Gardens Specific Plan area consists of a total of 100-acres, 84.91 acres of which are the subject of this FEIR. The Specific Plan is comprised of a number of legal parcels, defined by eight separate ownership entities, seven of which are participants in the current specific plan effort. An 18-acre site west of Champagne Boulevard was withdrawn from the project; this area is not included in the project acreage discussed throughout this document.

Because the site is comprised of various separate ownership entities, the project has been designed in "sub-area" fashion, in which each sub-area represents a distinct unit for implementation and mitigation of impacts. (The reader is referred to Figure 4A, Specific Plan Map, page 31, for sub-area locations. Uses and their square footage and parking requirements are detailed in Table 2, pages 38-40). There is no timing constraint on development of each sub-area, other than marketing and the availability of public facilities as set out in the Specific Plan parameters for the Champagne Gardens Specific Planning Area. In other words, one sub-area may follow another sequentially, or any or all sub-areas may proceed simultaneously with development, dependent on service availability. Sub-area characteristics, including ownership and area, are summarized in Table 3, page 41.

The Champagne Gardens Specific Planning Area is planned (21) SPA with 0 residential density and is zoned S-90 (Holding Zone) in Sub-areas 1-6, and RR-5 in Sub-area 7. Existing zoning for the project is as follows:

ZONE		
	Sub-areas 1-6	Sub-area 7
USE REGULATIONS	S90	RR5
ANIMAL REGULATIONS	L	L
Density	-	.5
Lot Size	-	2 ac.
Building Type	T	C
Maximum Floor Area	-	-
Floor Area Ratio	-	-
Height	G	G
Lot Coverage	-	-
Setback	0	W
Open Space		
SPECIAL AREA REGULATIONS	B	B

Land to the immediate south and east, located within the North County Metropolitan Subregional Planning Area, is designated (17) Estate, a slope dependent category with an allowable residential density of one dwelling unit per two or four acres. The same designation applies to land to the north and east within the Valley Center Community Planning Area. Within this planning area, a 5-acre pocket of land designated (13) General Commercial lies adjacent to Old Castle Road, roughly one-half mile north of the Champagne Gardens site. The land to the west in the vicinity of the Champagne Gardens SPA is within the Bonsall Community Planning Area, and is planned (18) Multiple Rural Use, which carries an allowable density of one dwelling unit per four, eight, and 20 acres. For identification of existing area zoning, the reader is referred to Figure 4B, page 32. Figure 5, page 37, identifies the proximal project area overlaid on a composite map of the North County Metropolitan Subregional Plan Map, the Bonsall Community Plan Map, and the Valley Center Community Plan Map.

The proposed rezone will change the zoning of the property from S-90 and RR-5 to S-88 Specific Plan. Ten land use zones are proposed, as presented in Figure 4C and 4D, Proposed Zoning, page 33-34. A glossary (Figure 4E, page 35) identifies terms in the zoning boxes.

3. Proposed Project

The immediate Champagne Gardens project, environmental affects of which are addressed in this Draft Environmental Impact Report, consists of the following components:

Specific Plan proposing various visitor-serving commercial uses on approximately 80 acres of the total 100-acre Specific Planning Area

Proposed rezone from S-90 (Holding Zone) and RR-5 to S-88 (Specific Plan).

This FEIR will address the impacts associated with the definition of maximal potential uses related to the Champagne Gardens Specific Plan, since such impacts reflect a "worst case" scenario in environmental terms. No implementation of the Specific Plan is proposed at this time; such impacts will be evaluated at the time implementation is proposed, in accordance with this Specific Plan.

The project is organized on a sub-area basis, as discussed. Table 2, pages 40, identifies the sub-areas and the maximum potential uses proposed for each. Specifically, maximal uses, distributed throughout the Specific Planning Area as presented in Table 2, include a gas station/mini-mart, motels, amphitheater, retail, administration center, conservatory/gardens, specialty retail, restaurants, theaters, hotel/time share (with conference center and health spa), bed-and-breakfast inn, café, wine cellar, storage, warehouse expansion, existing deli, car museum, reception hall, and winery, as well as food fairs, restaurant row, and parking areas/structures. As identified in the "Totals for All Uses" portion of Table 2, Champagne Gardens will accommodate a maximum of 791,450 total square feet of building area.

The design of the Specific Plan respects the fact that the sub-areas lie on both sides of Champagne Boulevard, from which primary access points have been delineated. The major access enters Sub-area 4 on the east side of Champagne Boulevard, near the center of the Specific Planning Area. Two additional

access points enter the eastern portion of the project. Three smaller ingress/egress points have been designed for access to the property areas west of Champagne Boulevard. The Specific Plan Map, Figure 4A, page 31, depicts these access points.

Aggregate County parking requirements amount to 1,561 spaces, which do not take into account the overlap of shared uses and the possibility that many users will be participating in several activities. The project parking capacity of 1,559 spaces plus 20 bus spaces is not, therefore, a significant reduction in available parking. The parking shortage is particular to Sub-areas 2, 3, and 4. These areas are proposed for specialty retail, theaters, an amphitheater, conservatory, restaurant, and hotels. A shared-parking plan will be required as a component of the implementation of these sub-areas, and will ameliorate any parking discrepancy from County standards.

The entire project intends to incorporate a unifying resort ambiance, with the architectural design offering Spanish-Mediterranean styling in concert with the rural flavor of the surrounding areas. The design approaches of neighboring Lawrence Welk Village and Castle Creek Country Club will serve to guide site design. Details of the design and architectural plans are set out in the project's Specific Plan text. A portion of the project site situated east of Champagne Boulevard lies within the County-defined floodplain of Moosa Creek, and no structures that would unduly impede water flow are planned in this area. The creek will be traversed by road crossings. Existing County of San Diego floodplain maps will provide the basis for decisions about land development in the SPA floodplains. The riparian forest associated with the major onsite drainage channel of Moosa Creek will be preserved within a biological open space corridor, and will be crossed by two project roadways and several footpaths. Habitat Loss Permits (HLP) will be required for encroachment into Coastal Sage Scrub habitat. Each sub-area, or sub-areas if they are being developed together, will obtain a HLP at the appropriate time. Champagne Gardens is designed such that most slopes over 25 percent in gradient will be retained in permanent open space. Implementation of any portion of the Specific Plan will require a Major Use Permit or site plan.

Champagne Gardens is planned for full development within a five- to ten-year time period.

B. Goals and Objectives

Goals and objectives have been established which define the underlying impetus for the creation of Champagne Gardens.

Goal: To create a financially profitable visitor-serving masterplan which preserves and enhances the unique resort character of the vicinity, and provides commercial benefits to the immediate neighborhood and north county region, in the context of an environmentally sensitive project.

Objective: Design a project that makes maximum use of available development area while respecting environmental constraints.

Objective: Minimize environmental impacts through sensitive siting, use of "below grade" parking, and minimal development envelopes.

Objective: Reinforce the integration of existing and project features through use of contour grading, minimal disruption of existing trees, as well as through creation of open space, walking and bike paths, and extensive landscaping.

Goal: To create a visitor serving commercial project that is resort related as a unifying theme.

Objective: Develop the project around the focus of a resort hotel with significant amenities and an attractive, environmentally sound siting.

Objective: Develop each sub-area within the entire SPA so as to reinforce the unique resort-oriented identity of the area.

Objective: Through project implementation, sub-area features, balance sub-area features between the need to be harmonious with the design character established by the adjacent Lawrence Welk Resort Village and the Castle Creek Resorts, and appropriate to the unique uses planned for the SPA.

Objective: Avoid a strip commercial appearance by siting structures with ample open space, using interior roads and set backs to minimize development on Champagne Boulevard.

Goal: Encourage development which is sensitive to significant biological and visual resources, either by preserving such resources, when feasible, or mitigating resource impacts on or offsite when preservation is not a viable alternative.

Objective: Preserve whenever possible significant onsite biological resources, including oak woodlands, riparian habitat, and Diegan Sage Scrub vegetation. Where unavoidable impacts do occur, onsite revegetation, landscaping, or offsite purchase, enhancement, and creation of better quality habitat can be approached as alternative mitigation for such impacts at implementation.

Objective: Maintain the site's visual aesthetics by preserving steep slopes as defined by the RPO in open space, allowing for reasonable, but minimal, roadway access through such areas in order to reach developable areas which do not qualify as steep slopes.

Objective: Significant historical or pre-historical cultural sites shall be preserved or mitigated as appropriate.

Goal: Provide adequate and equitably financed public services and facilities concurrent with their need.

Objective: Coordinate Major Use Permit and site plan proposals with agencies responsible for providing public services and facilities.

Objective: Require annexations and construction of facilities as determined by the provider agencies.

Objective: Require new development to meet adopted standards for water conservation through low water use plumbing and irrigation facilities and drought-tolerant landscape materials.

C. Intended Uses of the EIR

This document will be used by (1) the County of San Diego Department of Planning and Land Use in their review of the Champagne Gardens Specific Plan and Rezone; and (2) the County of San Diego Department of Public Works in their review of grading or improvement plans in association with issuance of the Grading Permit or other construction permits. Additional uses include: (3) evaluation of a Habitat Loss Permit application in accordance with the Natural Community Conservation Plan (NCCP) for Diegan Sage Scrub, (4) use by agencies that would rely on the EIR for issuance of permits, including U.S. Army Corps of Engineers, Federal Emergency

Management Agency, U.S. Fish and Wildlife Service, and the California Department of Fish and Game, and (5) potential use by LAFCO for the process of annexation and/or detachment to special or service districts necessary to serve the proposed uses in a consistent and logical manner.

The Champagne Gardens project addressed in this FEIR consists of the following process relating to the 84.91-acre portion of the Champagne Gardens Specific Planning Area which is the subject of this report:

- * a Specific Plan identifying the uses on the project site.
- * a Rezone from S-90 (Holding Zone) (Sub-areas 1-6) and RR-5 (Sub-area 7) to S-88 (Specific Plan).

The FEIR describes in detail the proposed project, discusses and evaluates environmental impacts associated with the proposed project, and evaluates the environmental impacts associated with a range of alternative project plans.

A Notice of Intent to Prepare a Draft Environmental Impact Report for the proposed project has been circulated for public review, and a copy is included as Exhibit A to this report.

D. Environmental Setting

1. Visual Setting

The project vicinity is characterized by the resort-type transient habitation of the Lawrence Welk Village Resort, located just south of the site, and recreation uses of the Castle Creek Country Club, to the north. The right-of-way for Interstate 15 forms the westerly boundary of the specific plan area, while a north-south trending hill system of largely open space delineates the eastern boundary.

The eastern quadrant of the Deer Springs Road/I-15 intersection is situated approximately 2.8 miles south of the planning area and is currently occupied by several nurseries, a mini-mart/gas station, a golf driving range, and small commercial enterprises (stained glass shop, real estate office, and similar types of activities).

Although scattered single-family residences are located in the area, they tend to be set back or shielded from the noise and traffic impacts of the heavily-

traveled I-15 and Champagne Boulevard. Traffic on I-15 and Champagne Boulevard gives the immediate project area a more intensified ambience than would be expected from the lack of focused land use in the vicinity. When taking into account the presence of I-15 as a site delimiter on the west, the project site itself, which is largely defined by the level floodplain of the south fork of Moosa Creek, is topographically confined by the steep terrain forming its eastern extent and the rolling hillsides along the north and south peripheries. These constraining topographic features and the proximity of I-15 cause the site to have a closer physical and visual orientation to the I-15 corridor than to the communities of Bonsall, Valley Center, or the North County Metropolitan Subregion, of which it is a part.

2. Regional and Local Setting

Interstate 15, traversing the area as it extends northward to Riverside County, provides important opportunities for regionally-accessible land uses. At the same time it introduces substantial noise and traffic impacts into the area. The highway corridor tends to establish the direction for land use on proximal property, and was, in fact, the focus of an extensive land use study for all properties within its viewshed corridor. Recognized in 1987 by the San Diego County Board of Supervisors as a separate land use entity for purposes of planning cohesive land use design, the corridor was subjected, by the Board-appointed "I-15 Corridor Review" study group, to an intensive planning effort designed to ensure perpetuation of the aesthetic features of the viewshed. This review group established appropriate land use for the corridor and set design guidelines for future development proposed within the viewshed. The Champagne Gardens project site (the land use designation which was established as part of the I-15 Corridor Study) and its surrounding neighborhood are part of the I-15 Viewshed Corridor, which extends nineteen miles from the northerly boundary of the City of Escondido to the southerly Riverside County border. The Viewshed Corridor takes in all properties visible to commuters on I-15, within two miles on either side of the highway.

3. Planning Area

The Champagne Gardens Specific Planning Area lies at the crossroads of three communities: Bonsall, Valley Center, and the North County Metropolitan Subregional Planning Area. The reader is referred to Figure 5, Community and Subregional Plan Map, page 37, for jurisdictional boundaries of planning groups.

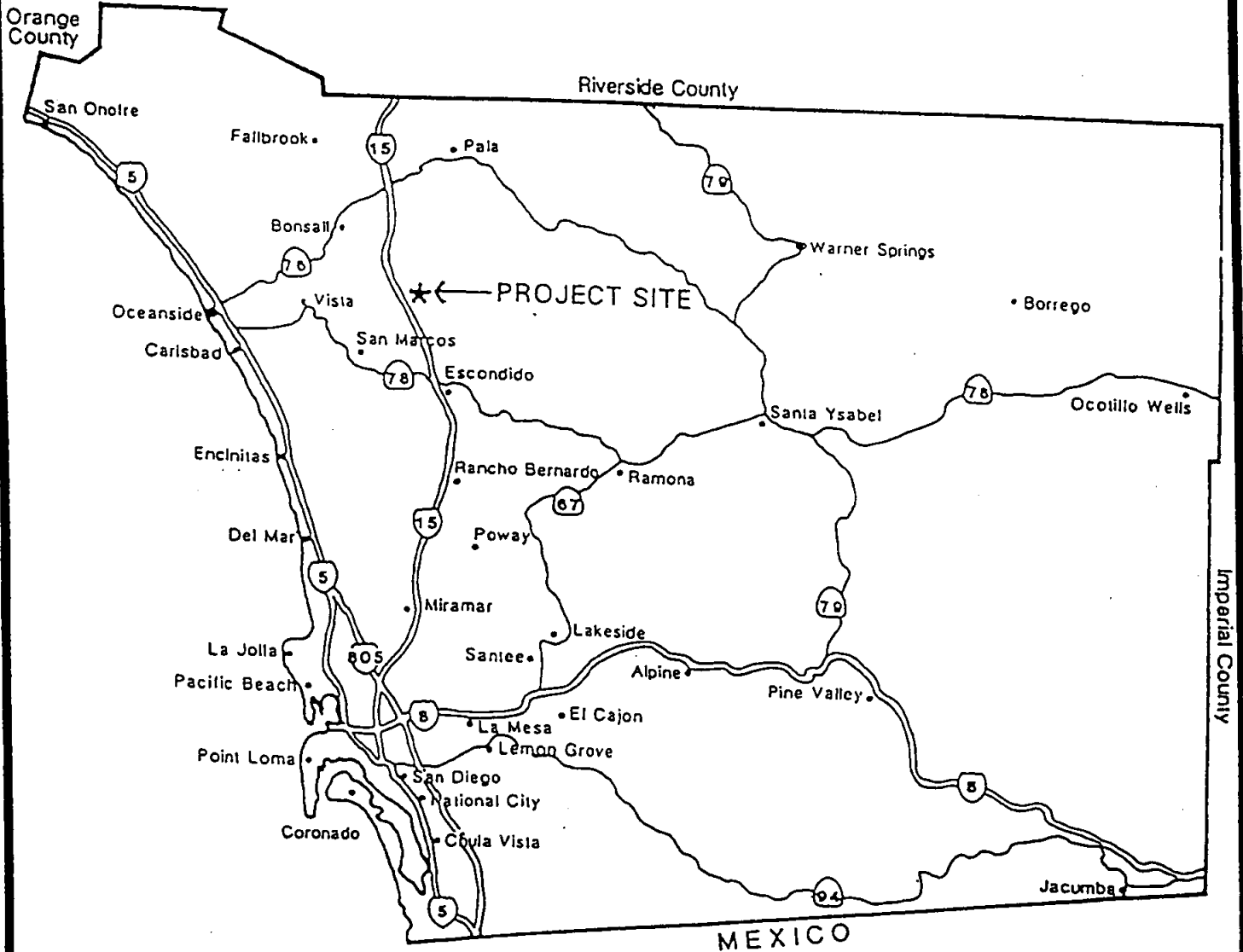
The Bonsall Community Planning Group (BCPG) encompasses an area which extends from the San Luis Rey Valley on the north to the Champagne Gardens SPA, which lies at its extreme southeast corner. Bonsall is a rural community with a fairly well defined commercial area and scattered, largely estate-sized residential sites. Sub-areas 1, 6, and 7 are within the BCPG area.

The Valley Center Community Planning Group (VCCPG) oversees land use and planning issues over an extensive area that extends generally east of I-15 between Escondido on the south and Fallbrook on the north. The Planning area takes in Castle Creek Resort and the northeast area of the Champagne Gardens SPA, which included Sub-areas 2 and 3, and part of Sub-area 4. The region is rural and sparsely developed, with the exception of the small Valley Center Community, and the resort area along I-15 and north of the proposed site.

The North County Metropolitan Subregion encompasses areas from Escondido on the east to Oceanside and Carlsbad on the west. In the vicinity, the subregion takes in areas north of Escondido and east of I-15, and includes the Lawrence Welk Resort south of the project site, as well as part of Sub-area 4 and all of Sub-area 5 of the project. Subregional issues in the Champagne Gardens area are handled by the Hidden Meadows Sponsor Group.



No Scale

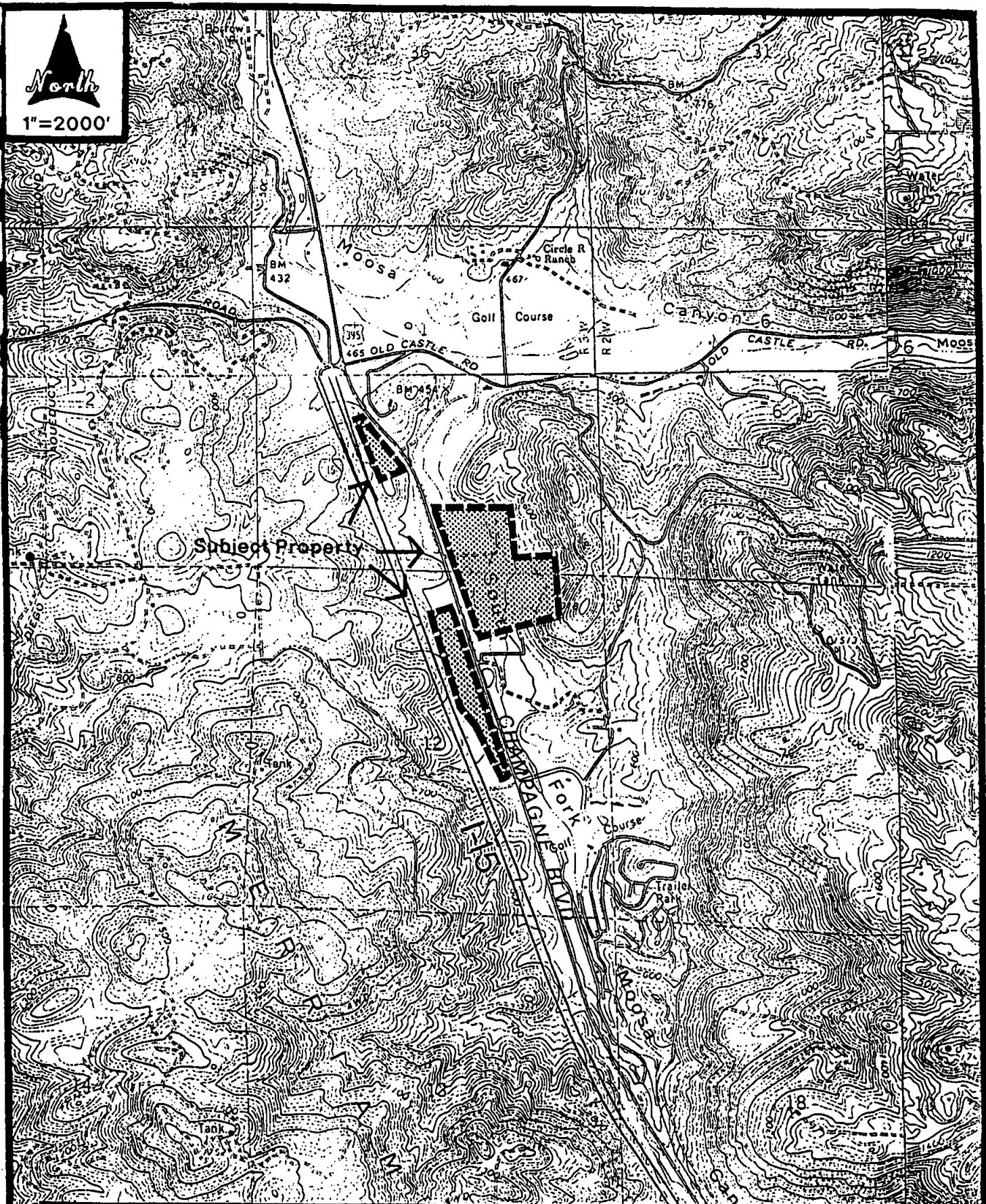


Regional Location Map

Figure 1

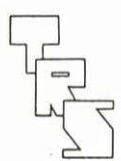
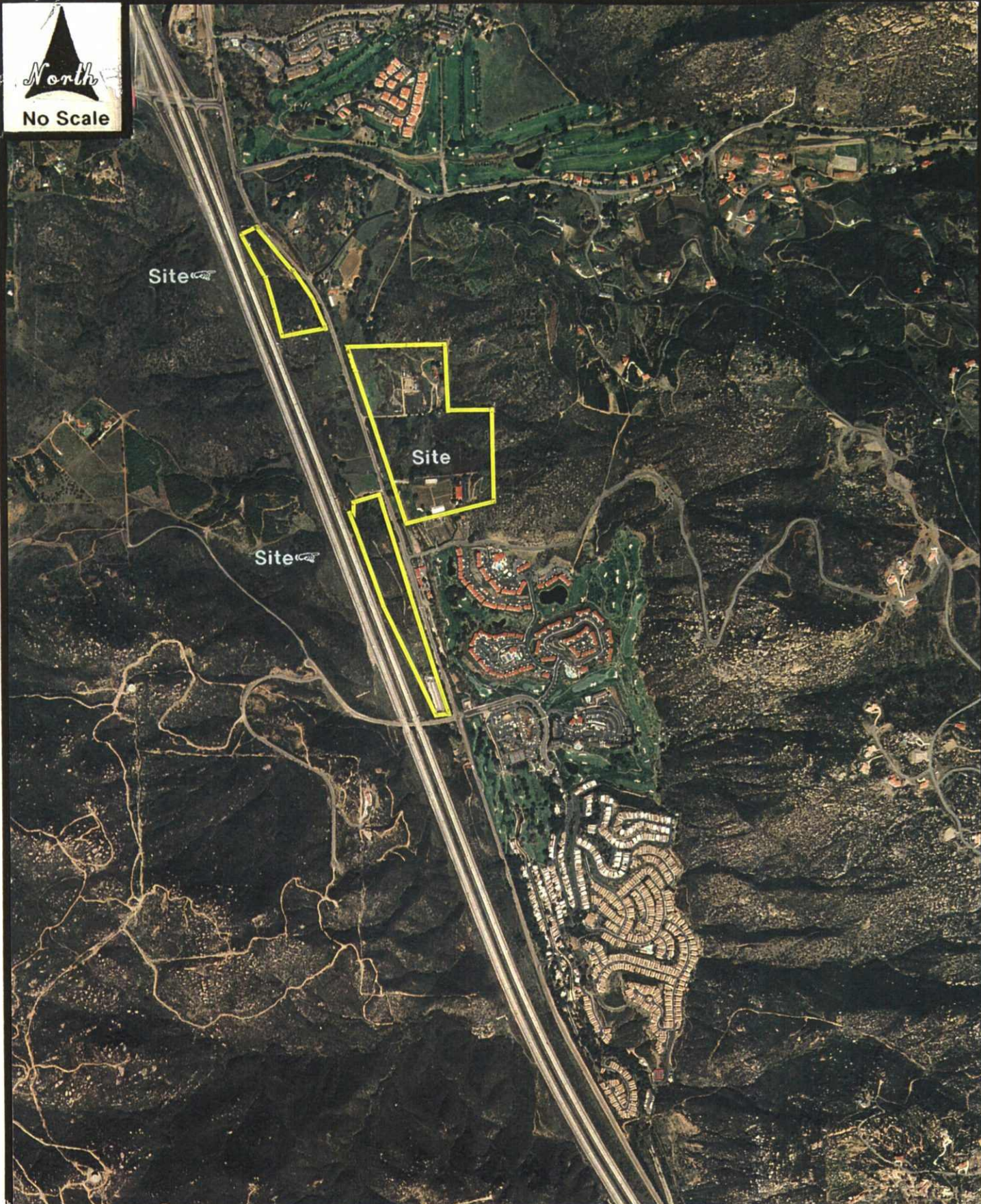


1"=2000'



Project Location Map

Figure 2

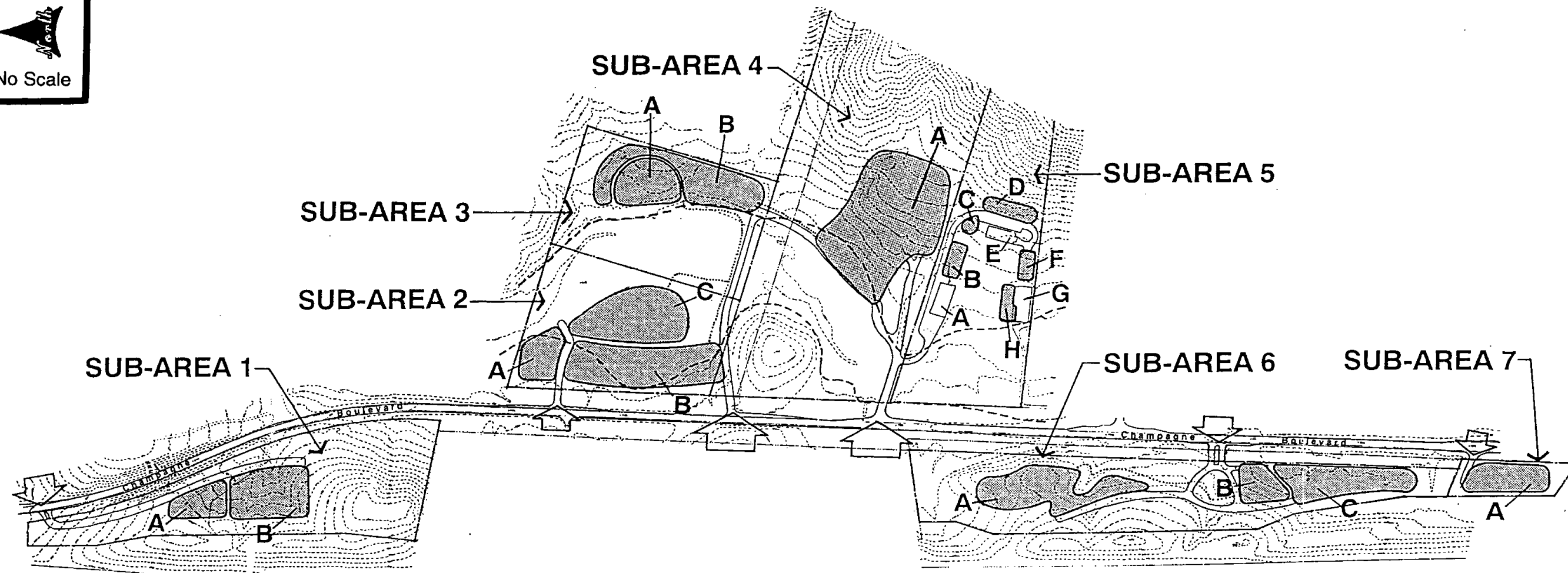
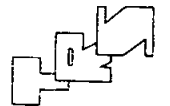


Aerial Site Photograph

Figure 3



No Scale



LEGEND

SUB AREA 1

- A. GAS STATION / MINI-MART
- B. MOTEL, 2 STORIES

SUB AREA 2

- A. ADMINISTRATION / SPECIALTY RETAIL, 2 STORIES
- B. MIXED SPECIALTY RETAIL AND PARKING STRUCTURE
- C. AMPHITHEATER, 1200 SEATS

SUB AREA 3

- A. CONSERVATORY / GARDENS / SPECIALTY RETAIL
- B. SPECIALTY RETAIL, RESTAURANT / ENTERTAINMENT, 2 STORIES

SUB AREA 4

- A. HOTEL FACILITY, 3 TO 4 STORIES OVER PARKING / GUEST REGISTRATION / WELLNESS CENTER
- SURFACE PARKING

SUBAREA 5

- A. EXISTING DELI / CAR MUSEUM
- B. BED & BREAKFAST
- C. CAFE
- D. WINE CELLAR / SPECIALTY RETAIL SALES
- E. EXISTING RECEPTION HALL / WINERY
- F. PARKING STRUCTURE
- G. EXISTING WAREHOUSE
- H. WAREHOUSE EXPANSION

SUB AREA 6

- A. MOTEL, 3 STORIES
- B. SPECIALTY RETAIL
- C. RESTAURANT ROW

SUB AREA 7

- A. RESTAURANT

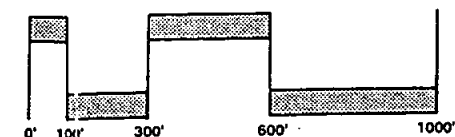
SYMBOLS

- ROADWAY
- FLOOD PLAIN
- EXISTING STRUCTURE
- PROPOSED DEVELOPMENT
- VEHICLE ACCESS
- FOOTPATH

CHAMPAGNE BOULEVARD S.P.A. SPECIFIC PLAN MAP



NORTH



Specific Plan Map

Figure 4A

LAND USE SUB-AREA 1

ZONE		
USE REGULATIONS		S88
ANIMAL REGULATIONS		--
DEVELOPMENT REGULATIONS	Density	--
	Lot Size	--
	Building Type	W
	Maximum Floor Area	--
	Floor Area Ratio	--
	Height	G
	Lot Coverage	--
	Setback	V
Open Space		--
SPECIAL AREA REGULATIONS		D,B,G

LAND USE SUB-AREA 2 (except 2B)

ZONE		
USE REGULATIONS		S88
ANIMAL REGULATIONS		--
DEVELOPMENT REGULATIONS	Density	--
	Lot Size	--
	Building Type	W
	Maximum Floor Area	--
	Floor Area Ratio	--
	Height	G
	Lot Coverage	--
	Setback	V
Open Space		--
SPECIAL AREA REGULATIONS		P,B, Por F

LAND USE SUB-AREA 2B

ZONE		
USE REGULATIONS		S88
ANIMAL REGULATIONS		--
DEVELOPMENT REGULATIONS	Density	--
	Lot Size	--
	Building Type	W
	Maximum Floor Area	--
	Floor Area Ratio	--
	Height	J
	Lot Coverage	--
	Setback	V
Open Space		--
SPECIAL AREA REGULATIONS		P, B, Por. F, G

LAND USE SUB-AREA 4

ZONE		
USE REGULATIONS		S88
ANIMAL REGULATIONS		--
DEVELOPMENT REGULATIONS	Density	--
	Lot Size	--
	Building Type	W
	Maximum Floor Area	--
	Floor Area Ratio	--
	Height	R
	Lot Coverage	--
	Setback	V
Open Space		--
SPECIAL AREA REGULATIONS		P,B,por F,G



Proposed Zoning Sub-Areas
1,2 & 4

Figure 4C

**LAND USE SUB-AREA 3
(except 3B)**

USE REGULATIONS		S88
ANIMAL REGULATIONS		--
DEVELOPMENT REGULATIONS	Density	--
	Lot Size	--
	Building Type	W
	Maximum Floor Area	--
	Floor Area Ratio	--
	Height	M
	Lot Coverage	--
	Setback	V
	Open Space	--
SPECIAL AREA REGULATIONS		P, B

LAND USE SUB-AREA 3B

USE REGULATIONS		S88
ANIMAL REGULATIONS		--
DEVELOPMENT REGULATIONS	Density	--
	Lot Size	--
	Building Type	W
	Maximum Floor Area	--
	Floor Area Ratio	--
	Height	G
	Lot Coverage	--
	Setback	V
	Open Space	--
SPECIAL AREA REGULATIONS		P, B

**LAND USE SUB-AREA 5
(except 5D)**

ZONE		
USE REGULATIONS		S88
ANIMAL REGULATIONS		--
DEVELOPMENT REGULATIONS	Density	--
	Lot Size	--
	Building Type	W
	Maximum Floor Area	--
	Floor Area Ratio	--
	Height	G
	Lot Coverage	--
	Setback	V
	Open Space	--
SPECIAL AREA REGULATIONS		D, B

LAND USE SUB-AREA 5D

ZONE		
USE REGULATIONS		S88
ANIMAL REGULATIONS		--
DEVELOPMENT REGULATIONS	Density	--
	Lot Size	--
	Building Type	W
	Maximum Floor Area	--
	Floor Area Ratio	--
	Height	G
	Lot Coverage	--
	Setback	V
	Open Space	--
SPECIAL AREA REGULATIONS		D, B

**LAND USE SUB-AREAS
6 & 7 (except 6A)**

ZONE		
USE REGULATIONS		S88
ANIMAL REGULATIONS		--
DEVELOPMENT REGULATIONS	Density	--
	Lot Size	--
	Building Type	W
	Maximum Floor Area	--
	Floor Area Ratio	--
	Height	G
	Lot Coverage	--
	Setback	V
	Open Space	--
SPECIAL AREA REGULATIONS		D, B

LAND USE SUB-AREA 6A

ZONE		
USE REGULATIONS		S88
ANIMAL REGULATIONS		--
DEVELOPMENT REGULATIONS	Density	--
	Lot Size	--
	Building Type	W
	Maximum Floor Area	--
	Floor Area Ratio	--
	Height	J
	Lot Coverage	--
	Setback	V
	Open Space	--
SPECIAL AREA REGULATIONS		D, B



**Proposed Zoning Sub-Areas
3, 5, 6 & 7**

Figure 4D

Use Regulations:

S88:

Specific Plan. Allows limited uses, and after adoption of specific plan, any use allowed by the specific plan.

Neighborhood Regulations:

Not Used

Development Regulations:

Density: Not Used

Lot Size: Not Used

Building Type:

Designator "W": Allows detached nonresidential constructions with one or more mail buildings per lot and latched nonresidential.

Maximum Floor Area: Not used

Floor Area Ratio: Not used

Height:

Designator "G": Allows two storys and 35' building height.

Designator "J": Allows three storys and 40' building height.

Designator "M": Allows any number of storys provided all other applicable regulations are met. Allows height up to 45'.

Designator "R": Allows any number of storys provided all other applicable regulations are met. Allows height up to 60'. Height greater than 60' requires a major use permit.

Lot Coverage: Not used

Setback:

Designator "V": Setbacks determined during planned developments, use permits or site plan review procedure.

Open Space: Not used

Special Area Regulations:

Designator "P": Requires Major Use Permit

Designator "D": Requires design review (noise), Major Use Permit, Site Plan.

Designator "B": Requires community design review.

Designator "F": Requires review for flood hazard.

Designator "G": Requires review of permits for sensitive resources (steep slopes).



Implementation for all sub-areas shall be by either Major Use Permit or Site Plan as indicated below.

In addition to the application of the standards for either a Major Use Permit or Site Plan within the San Diego County Zoning Ordinance, the following criteria shall be specifically reviewed during permit processing:

SUB AREA	Development Regulations	Special Area Regulations				
	HEIGHT	P (MUP)	D (Site Plan)	B (Design Review)	F (Flooding)	G (Steep Slopes)
1A	G		✓	✓		✓
1B	G		✓	✓		✓
2A	G	✓		✓	✓	
2B	J	✓		✓	✓	
2C	G	✓		✓	✓	
3A	M	✓		✓		
3B	G	✓		✓		
4A	R	✓		✓	✓	✓
5 (except 5D)	G		✓	✓		
5D	G		✓	✓		✓
6A	J		✓	✓		
6B	G		✓	✓		
6C	G		✓	✓		
7A	G		✓	✓		

MAJOR USE PERMIT REQUIREMENTS ¹				
Sub-Area	Noise Analysis	Visual Aesthetics	Shared Parking	Traffic Analysis
2A			✓	✓
2B		✓	✓	✓
2C	✓		✓	✓
3A		✓	✓	✓
3B			✓	✓
4A		✓	✓	✓

SITE PLAN REQUIREMENTS ²			
Sub-Area	Noise Analysis	Visual Aesthetics	Traffic Analysis
1A	✓	✓	✓
1B	✓	✓	✓
5 (All)			✓
6A	✓		✓
6B	✓		✓
6C	✓		✓
7A	✓		✓

¹Sections 7350-7388 of the County Zoning Ordinance pertaining to Major Use Permits shall apply.

²Sections 7150-7174 of the County Zoning Ordinance pertaining to Site Plans shall apply.



Permit Requirements and Special Area Regulations Summary

Figure 4F

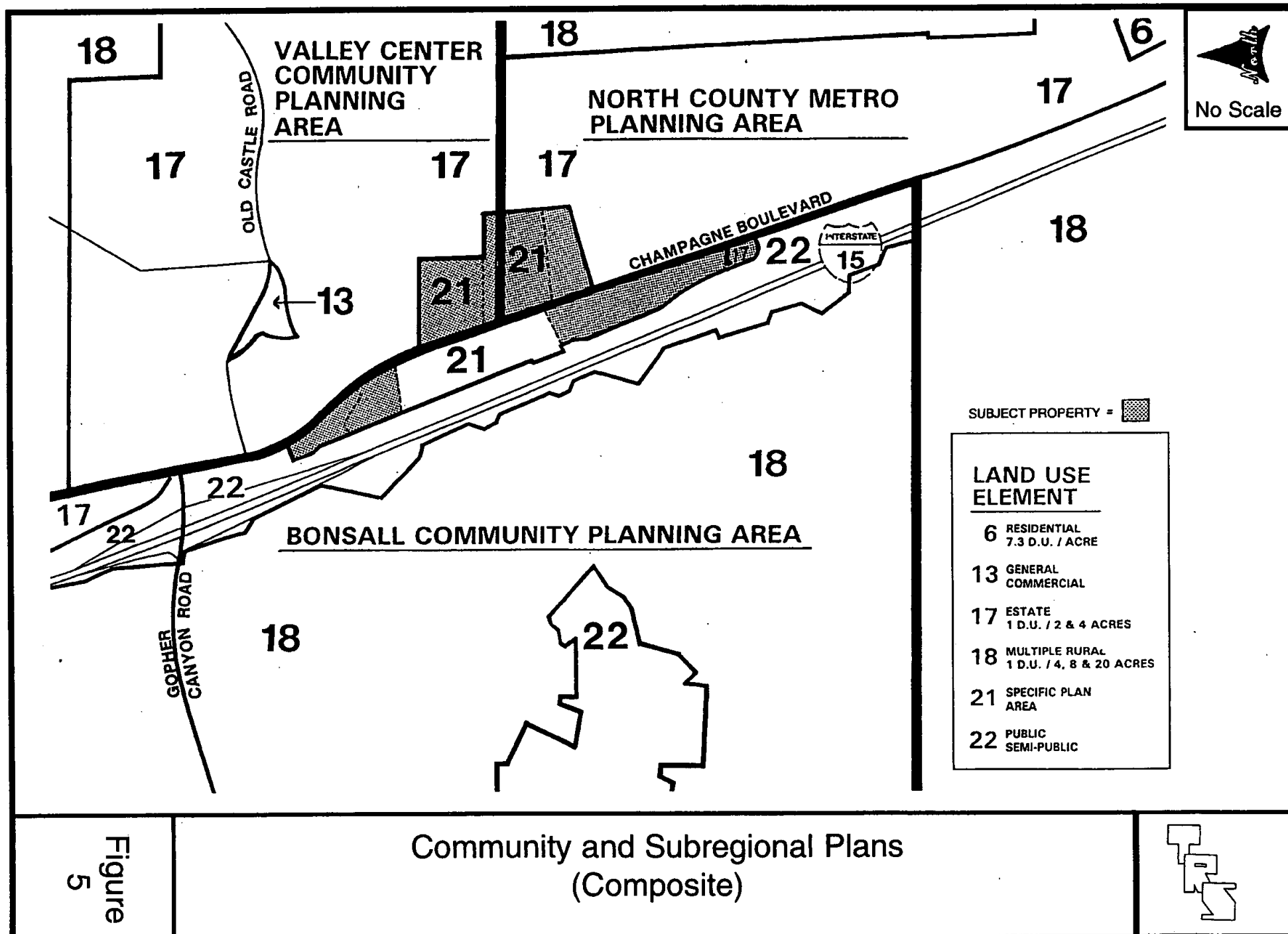


Table 2

Sub-Area Land Uses and Summary

Sub-Area 1

FACILITY DESCRIPTION AND OCCUPANCY TYPE	BUILDING AREA	PARKING REQUIRED	PARKING PROVIDED
A GAS STATION MINI-MART	2,800 SQ.FT.	1 CAR/300 SQ.FT. 10 SPACES	19 SPACES
B MOTEL 2-STORIES 40-UNITS	34,000 SQ.FT.	1 CAR/UNIT + 6 FOR REGISTRATION 46 SPACES	58 SPACES
TOTALS	36,800 SQ.FT.	56 SPACES	77 SPACES

Sub-Area 2

FACILITY DESCRIPTION AND OCCUPANCY TYPE	BUILDING AREA	PARKING REQUIRED	PARKING PROVIDED
A ADMINISTRATION	11,000 SQ.FT.	5 CARS/1,000 SQ.FT. 55 SPACES	—
B RETAIL	13,000 SQ.FT.	5 CARS/1,000 SQ.FT. 65 SPACES	—
PARKING STRUCTURE	253,000 SQ.FT.	—	590 SPACES + 20 BUS SPACES
C AMPHITHEATER 1200 SEATS	18,000 SQ.FT. + 8,000 SQ.FT. (Back Stage)	1 CAR/4 SEATS 300 CARS	—
TOTALS	303,000 SQ.FT.	420 SPACES	590 SPACES + 20 BUS SPACES

Sub-Area 3

FACILITY DESCRIPTION AND OCCUPANCY TYPE	BUILDING AREA	PARKING REQUIRED	PARKING PROVIDED
A CONSERVATORY/ WITH GARDENS	35,000 SQ.FT.	1 CAR/ 300 SQ.FT. 117 SPACES	—
SPECIALTY RETAIL	8,000 SQ.FT.	5 CARS/1,000 SQ. FT. 40 SPACES	—
B FOOD/RESTAURANT	10,000 SQ. FT.	12 CARS/1,000 SQ. FT. 120 SPACES	—
THEATERS/ ENTERTAINMENT (2) 200 SEAT ROOMS	9,000 SQ.FT.	1 CAR/4 SEATS 100 SPACES	150 SPACES
TOTALS	62,000 SQ.FT.	377 SPACES	150 SPACES

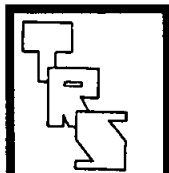


Table 2
Sub-Area Land Uses and Summary

Sub-Area 4

FACILITY DESCRIPTION AND OCCUPANCY TYPE	BUILDING AREA	PARKING REQUIRED	PARKING PROVIDED
A HOTEL / TIME SHARE 250-SUITES, 4-STORIES OVER PARKING	175,000 SQ.FT.	1 CAR/UNIT 250 SPACES PLUS 8 SPACES FOR ADMIN.	—
WELLNESS CENTER	4,000 SQ.FT.	5 CARS/1000 SQ. FT. 20 SPACES	—
PARKING UNDER HOTEL BUILDINGS	72,000 SQ. FT.	—	170 SPACES
SURFACE PARKING	—	—	118 SPACES
TOTALS	251,000 SQ.FT.	278 SPACES	288 SPACES

Sub-Area 5

FACILITY DESCRIPTION AND OCCUPANCY TYPE	BUILDING AREA	PARKING REQUIRED	PARKING PROVIDED
A EXISTING DELI CAR MUSEUM	6,500 SQ.FT.	1 CAR/300 SQ.FT. 22 SPACES	17 SPACES
B 20-UNIT BED & BREAKFAST	10,000 SQ.FT.	1 CAR/UNIT + 6 SPACES FOR GUEST REGISTRATION 26 SPACES	28 SPACES
C CAFE	900 SQ.FT.	12 CARS/1,000 SQ.FT. 11 SPACES	—
D WINE CELLAR SPECIALTY RETAIL	7,900 SQ.FT. 1,600 SQ. FT.	— 5 CARS/1,000 SQ.FT. 8 SPACES	— 8 SPACES
E EXISTING RECEPTION HALL & WINERY	3,000 SQ.FT. RECEPTION 3,500 SQ.FT. WINERY 200 OCCUPANTS	RECEPTION = 1 CAR/4 PERSONS 50 SPACES WINERY = 1 CAR/300 SQ.FT. 12 SPACES	40 SPACES
F PARKING STRUCTURE	17,000 SQ.FT.	—	45 SPACES
G&H EXISTING WAREHOUSE PLUS EXPANSION	26,000 SQ.FT.	1 CAR/300 SQ.FT. OF ADMINISTRATION 3 SPACES	—
TOTALS	76,400 SQ.FT.	132 SPACES	138 SPACES

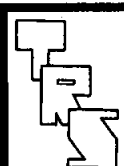


Table 2

Sub-Area Land Uses and Summary

Sub-Area 6

FACILITY DESCRIPTION AND OCCUPANCY TYPE	BUILDING AREA	PARKING REQUIRED	PARKING PROVIDED
A MOTEL 60 UNITS 3 STORIES	40,000 SQ.FT.	1 CAR/UNIT + 6 SPACES FOR GUEST REGISTRATION 66 SPACES	80 SPACES
B SPECIALTY RETAIL	5,000 SQ.FT.	5 CARS/1000 SQ.FT. 25 SPACES	28 SPACES
C RESTAURANT ROW	14,250 SQ.FT.	12 CARS/1000 SQ.FT. 171 SPACES	172 SPACES
TOTAL	59,250 SQ.FT.	262 SPACES	280 SPACES

Sub-Area 7

FACILITY DESCRIPTION AND OCCUPANCY TYPE	BUILDING AREA	PARKING REQUIRED	PARKING PROVIDED
A RESTAURANT	3,000 SQ.FT.	12 CARS/1000 SQ.FT. 36 SPACES	36 SPACES
TOTAL	3,000 SQ.FT.	36 SPACES	36 SPACES

Totals for All Areas

FACILITY DESCRIPTION AND OCCUPANCY TYPE	BUILDING AREA	PARKING REQUIRED*	PARKING PROVIDED
S.P.A. SUB-AREAS 1, 2, 3, 4, 5, 6, 7	791,450 SQ.FT.	1,561 SPACES	1,559 SPACES + 20 BUS SPACES

* This sum is the aggregate total of County parking requirements and does not take into account the overlap of shared uses and possibility that many users will be participating in several activities.

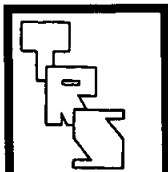
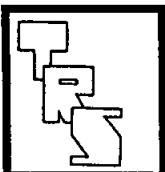


Table 3

Sub-Area Characteristics

Sub-Area #	Assessor's Number	Owner	Total Area	Flood Plain Area
1	172-030-17,44,45	Singh	10.295 Ac	~
2	172-040-39	Music & Danceland	10.046 AC	7.61AC
3	172-040-38	Kelton Title	10.07 Ac	4.298 Ac
4	172-040-05 172-092-01	Fee Corp.	26.854 Ac	6.112 Ac
5	172-092-02	Knapp	12.45 Ac	3.32 Ac
6	172-091-17	Dunahoo	13.63 Ac	~
7	172-091-27,11	Teleklew	1.57 Ac	~



III. ENVIRONMENTAL ANALYSIS OF EFFECTS FOUND TO BE SIGNIFICANT

A. Biological Resources

A biological assessment of the Champagne Gardens project site has been prepared by Pacific Southwest Biological Services, Inc. Site investigations on which the analysis was based were conducted in late July, 1991, and updated in early February, 1994. Additional site surveys which focused specifically on determining the occurrence of the California Gnatcatcher were performed under U. S. Fish and Wildlife Service (USFWS) protocol on February 22 and March 8, 1994. A site visit was made by Ogden Environmental and Energy Services on February 15, 1995. A spring survey was conducted by Vincent N. Scheidt, Biological Consultant, on May 17 and 25, 1995. An additional Focused California Gnatcatcher Survey was conducted by Mr. Scheidt on September 18th, 25th and October 2, 1996. An Arroyo Toad survey was conducted by Mr. Scheidt between April 5 and May 5, 1997. Offsite impacts were also assessed by Vince Scheidt on December 6, 1996 and April 28, 1997. The report addressing biological resources and features of the Champagne Gardens site is included as Appendix A1 of the Technical Appendices to this document. The Ogden and Scheidt letters are included as Appendices A2 thru A7.

Present Setting

Situated between Old Castle Road on the north and the Lawrence Welk Resort on the south, the 84.91-acre Champagne Gardens site straddles both sides of Champagne Boulevard/Old Highway 395. The eastern properties occupy the floor and lower slopes of the south fork of Moosa Creek, which is characterized by riparian vegetation and disturbed wetlands. This area also accommodates large areas of disturbed habitat, generally the result of ranching activities in the past, with areas of Diegan Sage Scrub evident on the eastern hills. Open grassland and Diegan Sage Scrub characterize the foothills of the western properties. High elevation onsite is approximately 750 feet above mean sea level (AMSL) in the southeast corner, with a low elevation of roughly 475 feet AMSL on the floor of the canyon at the northern boundary of the eastern portion of the property.

The site has been evaluated for the regional significance of its biological resources. Most of the site is included in the Biological Core and Linkage Areas (BCLA) map of the Multiple Habitat Conservation Program, which has modeled this area as having mostly very high and high value habitat. The site is part of a redundant set of landscape linkages identified in the vicinity, as shown in Figure 6, MHCP Generalized Vegetation Map, page 81. Specifically, Coastal Sage Scrub linkage is seen within areas southeast and northwest of the site. The importance of the onsite

riparian area is seen in a regional context as well. It is the southern-most extent of a distinct, though disconnected pattern of riparian areas extending to the north.

Botanical Resources

Vegetative Communities

Seven vegetative communities were distinguished on the project site, creating a patchwork of vegetation, with irregularities largely due to historic human disturbance. Figure 41, in the back pocket of this volume, provides an overview of the site's biological resources. The results of a spring survey provides additional information about the location of the site's sensitive biological resources. These results are also noted on Figure 41 in the back pocket. The biological resources map with a project overlay is presented on a sub-area basis in Figures 7A-E, pages 83-87.

Sycamore/Willow Riparian Woodland and Southern Willow Scrub occupy the banks of the south fork of Moosa Creek. Diegan Sage Scrub grows on most of the low hills while disturbed Annual Grasslands are present on the flat terrain that has historically been used for agriculture and horse grazing. A stand of Scrub Oak Chaparral is located on a knoll in the western part of the site. Exotic plantings, including Eucalyptus, occur in association with structures on the site which include an abandoned home, a winery, and a mini-storage facility.

The following table specifies the noted vegetative types and their extant acreages.

VEGETATION TYPE	ACRES	%
Coast Live Oak Woodland	8.68	10.22
Southern Arroyo Willow Riparian Forest	3.47	4.09
Southern Willow Scrub	0.97	1.14
Diegan Sage Scrub	33.20	39.10
Annual Grassland/Disturbed	32.21	38.52
Scrub Oak Chaparral	1.97	2.32
Exotic Plantings	4.41	5.19
Total	84.91	100.00

As identified in the technical appendix (under separate cover), a total of 182 plant species were noted on the site, 64 species (35% of total species) of

which are non-native; all are regionally common in sage scrub, chaparral, or wetlands, with the exception of *Chorizanthe coriacea*. The flora identified represent about 85 percent of that likely to occupy the property, while the remaining 15 percent constitute ephemeral annuals which were undetectable during the initial surveys. Additional species were detected during the spring survey, as noted in appropriate discussion areas below.

Coast Live Oak Woodland

A naturally erratic pattern of good to excellent quality Coast Live Oak Woodland occupies roughly 8.68 site acres (10.2%) generally on the periphery of the riparian woodland and on the slopes below the freeway. This community includes large Live Oak specimens with limited understory degradation concentrated near the creek. Understory elements include Poison-oak (*Toxicodendron radicans* ssp. *diversilobum*), Giant Rye (*Leymus condensatus*), and, less commonly, Shrubby Phacelia (*Phacelia suffrutescens*), Climbing Bush Penstemon (*Keckiella cordifolia*), and Virgin's Bower (*Clematis ligusticifolia*), which is normally found at higher elevations in the mountains of San Diego County and is usually replaced in this region by two related coastal species of this genera. Six individuals of the sensitive Summer-Holly (*Comarostaphylis diversifolia* ssp. *diversifolia*) were found in an oak woodland near the freeway on a north-facing slope.

Found during the spring survey were showy annuals such as Elegant Clarkia (*Clarkia unguiculata*), Canyon Clarkia (*Clarkia epilobioides*), and Baby Blue-eyes (*Nemophila menziesii*), as well as lower annuals such as Mouse-ear Chickweed (*Cerastium glomeratum*), and Ciliated Clover (*Trifolium ciliolatum*), and others.

Southern Arroyo Willow Riparian Forest

Southern Arroyo Willow Riparian Forest occupies approximately 3.47 acres (4.1%) of the project site. Trees within this community are primarily Goodding Willow (*Salix gooddingii*), Lance-leaf Willow (*Salix lasiandra*), Arroyo Willow (*Salix lasiolepis*), and scattered Western Sycamores (*Populus fremontii*); some of which are very large. Optimal conditions, including deep alluvium, partial shade, and mesic conditions, exist for sycamores along Moosa Creek. Although Mistletoe (*Phoradendron tomentosum* ssp. *macrophyllum*) has parasitized some of the trees, it is not considered to be a major problem. The floor of the floodplain harbors such species as Hedge-nettle (*Stachys rigida*) and Wild Grape (*Vitis girdiana*). The lack of ponds on

the project site is evidenced by the infrequent distribution of Soft-flag Cat-tail (*Typha latifolia*). The wetland understory has been heavily managed at the entrance to the winery, where only the larger trees remain and a turf/picnic area has been installed. A defined, sandy-bottom channel marks the drainage in this location. Vegetation is sparse at this point.

A second stretch of disturbed drainage occurs in the central portion of the site east of Champagne Boulevard, in the area used in the recent past as a horse ranch. The horse ranch is no longer operational, and the drainage disturbance is slowly recovering to Southern Willow Scrub.

An interesting species found growing in sandy alluvium in a break in the tree canopy was *Lastarriaea* (*Chorizanthe coriacea*) normally found in the Anza-Borrego Desert and in desert-like portions of western Riverside County.

Although the better quality Sycamore/Willow Riparian Woodland is fragmented, generally, the Southern Arroyo Willow Riparian Forest habitat onsite is considered to be excellent based on the maturity and width of the woodland.

A wetland delineation mapping was carried out during the spring survey cited above. Using an approximately 200' scale high altitude map, wetlands were delineated using the United Federal Method for Wetland Delineation, which utilizes the presence of appropriate hydrology, hydric soils, and wetland vegetation as necessary criteria for wetland definition. This conservative method is well established and currently remains the standard protocol of the California Department of Fish and Game, among other agencies. (See Figures 8A and 8B, Wetlands Delineation, pages 88-89.) The study showed two fairly localized areas of wetlands on the site. The most extensive along the South

Fork Moosa Creek, which traverses Sub-areas 2, 3, 4 and 5 east of Champagne Boulevard. There is another wetland surrounding a small drainage that traverses the south end of Sub-area 6. Five isolated wetland areas are scattered along the west side of Champagne Boulevard adjacent to Sub-area 6.

Additional species noted during the spring survey in the wetlands areas include various native and non-native herbaceous annuals and short-lived perennials, such as California Dock (*Rumex salicifolius*), Pineapple Weed (*Matricaria matricarioides*), Petty Spurge (*Euphorbia peplus*), and others.

Southern Willow Scrub

While occupying approximately 0.97 acres (1.1%) of the Champagne Gardens site, Southern Willow Scrub is less well-developed relative to the mature woodland that includes the Sycamores. This habitat is affected by reduced water resources; the defined channels are narrow, concentrating run-off and retaining less moisture into the summer months. The willows are shorter and clustered together, often competing for space and water resources.

Mule-fat (*Baccharis glutinosa*), which pioneers on drainages otherwise devoid of riparian vegetation, is found in here, as well as Hoary Nettle (*Urtica dioica* ssp. *holosericea*) and Western Ragweed (*Ambrosia psilostachya*), which grows in meanders and in open, sandy locales.

Southern Willow Scrub occurs as outlying habitat on the periphery of the riparian woodland and occupies disturbed portions of the creek. It is also found fronting a portion of Champagne Boulevard (Old Highway 395). In and of itself, the habitat is considered to be of fair value based on the level of human impacts; however, when viewed as an interrelated element of the better quality riparian habitat, its value increases.

Diegan Sage Scrub

Diegan Sage Scrub encompasses approximately 33.20 acres (39.1%), including blocks of vegetation situated between I-15 and Champagne Boulevard, a knoll northwest of the winery, and the steeper hillsides east of the winery. A minor drainage near the freeway was found to support a significant level of plant diversity which would typically be found in more mesic, better developed shrubland. Plants in this area included Chinese Houses (*Collinsia heterophylla*), Grassland Gilia (*Gilia angelensis*), Parry's Larkspur (*Delphinium parryi*), Miner's Lettuce (*Claytonia pterfoliata*), California Maidenhair (*Adiantum jordanii*), and Coast Paint Brush (*Collinsia heterophylla*).

Indicator species for this habitat include Coastal Sagebrush (*Artemisia californica*), Flat-top Buckwheat (*Eriogonum fasciculatum*), and Laurel-leaf Sumac (*Malosma laurina*). The Diegan Sage Scrub onsite is fragmented and disconnected in relation to other native vegetation types; however, due to its interesting floral diversity, it would be considered to be of fair to good biological value.

The spring survey found Diegan Sage Scrub areas to be supporting a large number of ephemeral annuals which had been previously missed, including Parry's Phacelia (*Phacelia parryi*), White Pincushion (*Chaenactis artemisiaefolia*), Small-seed Muhly

(*Muhlenbergia microsperma*), Stonecrop (*Crassula erecta*), Silver Puffs (*Microseris lindleyi*), and Slope Semaphore (*Mimulus brevipes*), and dozens of others.

Annual Grassland/Disturbed

Approximately 32.21 acres (38.52%) of heavily-disturbed habitat characterized by Old World grasses and introduced forbs is present on the site, most of which is located within the floodplain.

This portion of the site has seen extensive historical disturbance extending back at least 69 years, the most recent example of which was a horse ranch (no longer in operation) on which grazing eliminated all but the most hardy of weeds. The non-native Russian-Thistle (*Salsola australis*) is present in this field area.

The project site is occupied by several structures of varying uses, including a winery with associated retail shop, a mini-storage facility, and the abandoned home associated with the above-mentioned horse ranch. Exotic plantings have been added to these use areas, the biological value of which is so minimal as to have precluded the need for inventorying biological resources within this "habitat". A 1928 photograph showing use of the site for agricultural purposes is included as Figure 9, page 91.

The small patches of native grassland are associated with the site. These limited areas of native grassland are mixed with the other plant communities. For this reason, they cannot be mapped as separate plant associations. Environmental review required as part of the implementing process for specific development projects on the site will require subsequent analysis and detailed habitat mapping. These small patches may be more accurately assessed at that time.

Scrub Oak Chaparral

Roughly 1.97 acres (2.3%) of Scrub Oak Chaparral occurs on a northeast facing slope west of Champagne Boulevard in the northernmost portion of the site. Scrub Oak (*Quercus dumosa*) dominates this small tract, with Spiny Redberry (*Rhamnus crocea*), a host plant for the sensitive Hermes Copper (*Lycaena hermes*) butterfly, and Spanish Bayonet (*Yucca schidigera*) also present. The Hermes Copper was not observed. The dense understory growth limits movement through this area. Several isolated small stands of scrub oak are also present to the south. Although separated from contiguous stands of native habitat, the Scrub Oak Chaparral is considered to have good biological value based on its limited historical impact onsite and its mix of shrubs and herbs.

Exotic Plantings

Approximately 4.41 acres of the site is used as a vineyard which has been planted near the winery. Small areas of orchard and exotic plantings of Eucalyptus are also present at scattered locales. As mentioned above, the biological value of these plantings is very low and, as such, no attempt was made to census this exotic vegetation.

Noted during the spring survey were a number of more cryptic perennials, such as Cotton Fern (*Cheilanthes newberryi*) and Parish's Nightshade (*Solanum parishii*).

Habitat Corridors

The following areas of connectivity exist on site:

1. North-south connectivity along the south fork of Moosa Creek. This riparian corridor is of mixed quality, with significant areas of willow scrub in Sub-areas 2 and 4, and a generally disturbed wetland area in Sub-area 3.
2. North-south connectivity exists along the SPA areas west of Champagne Boulevard (Sub-areas 1 and 6). A parcel of approximately 18-acre that is not a part of the project separates these two sub-areas.
3. Potential east-west connectivity exists between high quality Diegan Sage Scrub on the hills above the SPA in Sub-areas 4 and 5, through the riparian areas in Sub-areas 4 and 5, to Diegan Sage Scrub areas west of Champagne Boulevard.

Additional Biological Study Area

An examination of the upland slope areas immediately to the east of Sub-areas 4 and 5 of the Champagne Gardens Specific Plan Area (SPA) was conducted by Vincent N. Scheidt, Biological Consultant, on April 28, 1997. The area was studied to determine the type of vegetation present on the slopes and assess the relationship between the habitats of the study area and adjacent properties to the east and south. Figure 10, page 93 images the study area.

The most easterly extent of Sub-area 5 supports a small area of high-quality Diegan Sage Scrub, which extends on the slopes above the SPA to the crest of the hill and continues down the east-facing slope to the edge of the ownership. Contiguous to the ownership to the south and east is an extensive expanse of biological open space associated with the Rimrock development. The stand of Diegan Sage Scrub onsite continues to the south and east, in the

biological open space, along the slopes above Rimrock. The habitat is unbroken to the south for several kilometers along the main ridge between Lawrence Welk Village and Rimrock, creating an open space corridor.

The area described above in Sub-area 5 contains Flat-top Buckwheat (*Eriogonum fasciculatum*), California Sagebrush (*Artemisia californica*), Laurel Sumac (*Malosma laurina*), and many other species characteristic of high-quality Diegan Sage Scrub. Scattered Coast Live Oaks (*Quercus agrifolia*) and significant rock crops are also found on this slope. The east-facing slope supports substantial stands of White Sage (*Salvia apiana*) and Coast Redberry (*Rhamnus crocea*), two species associated with more mesic sage scrub.

The eastern half of Sub-area 4 supports primarily Diegan Sage Scrub vegetation. There is a small portion of an avocado orchard, currently dead, in the northeasterly corner of Sub-area 4; most of this orchard is actually located offsite immediately north. The entire eastern half of Sub-area 4 supports sage scrub with scattered oaks. The southwestern area, adjacent to the existing auto museum, is home to buckwheat-dominated successional scrub of lower habitat value. As in Sub-area 5, high-value Diegan Sage Scrub vegetation extends over the top of the ridge, down the east-facing slope to the edge of the ownership where it connects with the biological opens space on the slope west of Rimrock. Habitat connectivity is maintained along the ridge for several kilometers. The species contained in this area are identical to those described in Sub-area 5 above.

In conclusion, the slopes above (to the east) of Sub-areas 4 and 5 of the Champagne Gardens SPA support very high quality Diegan Sage Scrub vegetation. A natural linkage exists between the sage scrub and oak woodland in these Sub-areas and the existing open space in Rimrock to the south and east. The avocado orchard is being reclaimed by native scrub elements, and is of measurable habitat value. It will continue to develop as the natural scrub habitat regenerates entirely. An area of riparian woodland found in the south of Sub-area 6 will be left undisturbed.

Biological Study of Potential Impacts to Offsite Areas

On December 6, 1996 a survey of three offsite areas scheduled for road widening in conjunction with the development of Champagne Gardens Specific Plan Area was conducted by Vincent N. Scheidt, Biological Consultant. The purpose was to determine the impacts the offsite work would have on native wildlife and habitats.

The road alignment and widening will unavoidably impact Diegan Sage scrub, oak trees and jurisdictional wetland vegetation, however an accurate assessment of these impacts will require a more detailed study of the proposed alignment and extent of cut/fill and offsite

grading. All impacts are considered to be relatively minor and mitigable due to the locations of habitats relative to the offsite work.

1. Northbound I-15 Off Ramp

As a result of partially-native hydroseed mixture applied to graded slopes adjacent to I-15 during construction, several species have become naturalized on these slopes. They include: Flat-top Buckwheat (*Eriogonum fasciculatum*), Saltbush (*Atriplex*) and California Sagebrush (*Artemisia californica*), constituting a successional sage scrub which can be observed in patchy distribution all along the I-15 corridor.

The north-bound I-15 off ramp to the Deer Springs Road/Mountain Meadow Road intersection supports successional sage scrub. Other common species in the area include Deerweed (*Lotus scoparius*), various brome grasses (*Bromus*) and Stork's-bill (*Erodium*). A single Coast Live Oak (*Quercus agrifolia*) is present approximately 36 feet east of the pavement edge.

2. Deer Springs Road and Champagne Boulevard Intersection

The area adjacent to this intersection supports no native vegetation. A small stand of gum trees (*Eucalyptus*) are found north of Deer Springs Road and on both sides of Champagne Boulevard. No raptor nests or significant roosts were found in these trees.

3. Champagne Boulevard between SPA and Gopher Canyon Road

Several distinct habitats are present in this area. Successional sage scrub dominates the area to the west of Champagne Boulevard, including Flat-top Buckwheat, Saltbush, California Sagebrush, Deerweed, Common Cryptantha (*Cryptantha intermedia*) and Tocalote (*Centaurea melitensis*). The cleared shoulder area ranges from 4 to 13 feet along Champagne Boulevard, beyond this shoulder is generally undisturbed successional scrub vegetation.

Approximately 220 feet south of the intersection of Old Castle Road and Champagne Boulevard, is a small area of riparian woodland vegetation. Indicators include Western Cottonwood (*Populus fremontii*), Arroyo Willow (*Salix lasiolepis*), Black Willow (*S. gooddingii*) and Mule Fat (*Baccharis glutinosa*) and form a jurisdictional wetland. The outermost edge of the riparian woodland is approximately 20 feet from the edge of the pavement on Champagne Boulevard.

A number mature Coast Live Oaks are present on both sides of Champagne Boulevard between the SPA and Gopher Canyon Road. One oak has a canopy which extends to within 7 feet of the asphalt edge at the park and ride lot and another, close to the road east of Champagne Boulevard and south of Old Castle Road has a canopy overhang within 20 feet from the asphalt edge.

Weedy vegetation, consisting primarily of annual forbs and grasses, is found along most of the eastern side of Champagne Boulevard. Plants include: Russian Thistle (*Salsola pestifer*), Stork's-bill, Telegraph Weed (*Heterotheca grandiflora*), Horseweed (*Conyza*), Perennial Mustard (*Brassica geniculata*) and many others. Successional scrub in this area is scattered and is not contiguous with any larger stands of scrub vegetation.

Zoological Resources

Wildlife species noted on the project site are listed in the technical appendix. Generally, wildlife habitat ranges from disturbed relatively barren areas to high quality riparian habitat. The six dominant categories of wildlife habitat found on the property are: (1) Live Oak Woodland, (2) Southern Arroyo Willow Riparian Forest/Southern Willow Scrub, (3) Diegan Sage Scrub, (4) Scrub Oak Chaparral, (5) Eucalyptus/Exotic Trees, (6) Non-native Grassland/Disturbed.

Wildlife Habitat

1. Coast Live Oak Woodland

Occupying roughly 8.68 acres (10.2%) along the site drainages, the Coast Live Oak Woodland on the Champagne Gardens property contains a number of individual oaks of very large proportions. Large stick nests of the semi-arboreal Dusky-footed Woodrat (*Neotoma fuscipes*) were present in the understory and its droppings were noted in limb crotches of several of the large oaks. Several bird species typical of oak habitats were observed on the site, including Cooper's Hawk (*Accipiter cooperii*), Acorn Woodpecker (*Melanerpes formicivorus*), and Plain Titmouse (*Parus inornatus*). Often associated with live oak woodlands and probably present on the site is the Arboreal Salamander (*Aneides lugubris*). In addition to those mentioned, many other wildlife species are anticipated to utilize the property's oak woodlands.

2. Southern Arroyo Willow Riparian Forest/Southern Willow Scrub

These two habitats, which support similar vertebrates and are therefore discussed together, occupy a total of approximately 4.44 acres (5.4%) on the property. Southern Arroyo Willow Riparian Forest supports larger trees and a denser canopy than Willow Scrub, and some of the sycamores and Arroyo Willows are quite large. Along the major drainage, which was dry at the time of the biological surveys, Southern Arroyo Willow Riparian Forest and Southern Willow Scrub occur adjacent to and intermixed with Coast Live Oak Woodland. In places the creekbed was eroded to five feet below the general floodplain level. Utilized by a wide variety of wildlife, riparian habitats are attractive to many species because of the relatively cool microhabitats created by the multilayered canopy, as well as the abundant supply of invertebrates which serve as a prey base for many vertebrates. Riparian areas are often used by larger mammals as movement corridors. Riparian woodlands in Southern California support the most diverse breeding faunas of any local habitat.

3. Diegan Sage Scrub

The 33.20 acres (39.1% of total site) of Diegan Sage Scrub onsite is dominated by Flat-topped Buckwheat and averages under three feet in stature. California Sagebrush is uncommon or absent in many areas and annual grasses are abundant. Sage Scrub comprised of this type of plant mix does not support a rich vertebrate fauna and few avian species were noted in this habitat. The Federally-listed "threatened" California Gnatcatcher (*Polioptila californica californica*) is largely restricted to Diegan Sage Scrub; however, the species tends to prefer stands dominated by California Sagebrush. A focused survey of the California Gnatcatcher was conducted by Vincent N. Scheidt, Biological Consultant, on September 18th and 25th, 1996 and October 2, 1996. The survey revealed the presence of nine Gnatcatchers on the site. The results of the survey are discussed in detail under the Sensitive Animals section below.

4. Scrub Oak Chaparral

The small stand of Scrub Oak Chaparral (1.97 acres, 2.3 percent of the site) noted west of Champagne Boulevard is dominated by evergreen shrubs and is much taller than the Diegan Sage Scrub. Several birds species typical of chaparral habitats were observed in relation to this habitat, including Scrub Jay (*Aphelocoma coerulescens*), Wrentit (*Chamaea fasciata*), California Towhee (*Pipilo crissalis*), and Rufous-sided Towhee (*Pipilo erythrophthalmus*). A number of clumps of Spanish Dagger are present in this

area, under which woodrats often build their nests; this plant species is also attractive to a number of different bird species for nesting purposes.

5. Eucalyptus and Other Non-Native /Exotic Plantings

Eucalyptus trees have become an established part of the California landscape and are often used by hawks and owls as nesting and roosting sites. Frequently, songbirds such as tanagers, warblers, and orioles feed on the nectar from the flowers of these trees. The Champagne Gardens site includes a number of large Eucalyptus trees, as well as various other species of exotic trees which grow around the dwellings or are cultivated in the orchards.

6. Non-Native Grassland/Disturbed

This "habitat" is largely composed of non-native plants, areas of open ground, and non-native mowed lawn grasses, and occupies some 32.21 acres (37.9% of site). Sparrows, finches, and doves can be found foraging in such weedy or grassy habitats particularly during the fall and winter months. A common inhabitant of the site is the California Ground Squirrel (*Spermophilus beecheyi*), a typical mammal of these habitats; this squirrel is a common prey of raptors such as the Red-tailed Hawk (*Buteo jamaicensis*), which often forages over grasslands and open disturbed areas.

Amphibians

Only a limited number of amphibians were noted on the Champagne Gardens property, due to the season of the surveys and the lack of surface water. The Pacific treefrog (*Hyla regilla*) and Western Toad (*Bufo boreas*) are two common species which inhabit the riparian area. The small Garden Slender Salamander (*Batrachoseps major*), frequently found under surface litter after the first heavy rains of winter, was found in the sage scrub. Although not identified during the site surveys, the large Arboreal Salamander may occur in the site's oak woodlands. A survey to ascertain the status of the Southwestern Arroyo Toad (*Bufo microscaphus*) on the property was performed by Vincent N. Sheidt, Biological Consultant between April 5, 1997 and May 5, 1997. No Southwestern Arroyo Toads were found, however three other species were noted: the California Toad (*Bufo boreas halophilus*); the Pacific Treefrog and the Western Spadefoot (*Scaphiopus hammondi*), a California Species of Special Concern. The survey is discussed under the Sensitive Animals section below.

Reptiles

Five reptile species were observed during the site survey: Western Fence Lizard (*Sceloporus occidentalis*), Orange-throated Whiptail (*Cnemidophorus hyperythrus*), Western Whiptail (*Cnemidophorus tigris*), Coronado Skink (*Eumeces skiltonianus interparietalis*), and Southern Pacific Rattlesnake (*Crotalus viridis*), all diurnal and typical of cismontane scrub communities in San Diego County. Other possible site occupants are the Side-blotched Lizard (*Uta stansburiana*), Southern Alligator Lizard (*Elgaria multicarinata*), Gopher Snake (*Pituophis catenifer*), and Common Kingsnake (*Lampropeltis getulus*). The San Diego Horned Lizard (*Phrynosoma coronatum blainvillei*) may also occur in small numbers away from development and human activity.

Birds

The biological assessment also lists the 49 species of birds noted on the project sited in the biological survey technical report (Appendix A). Six species of raptors were observed, including the White-tailed (Black-shouldered) Kite (*Elanus leucurus*), Red-shouldered Hawk (*Buteo lineatus*), Red-tailed Hawk (*Buteo jamaicensis*), and an immature Cooper's Hawk, a secretive species which would not be anticipated on the site due to the high level of human activity. Both the Red-shouldered Hawk, primarily a woodland species, and the Red-tailed Hawk, occurring mostly in open habitats, are common San Diego residents. The Red-shouldered Hawk could conceivably nest in the oak woodland on the site; however, although two individuals were flushed from a copse of oaks during the 1994 survey, no nest could be located.

The following species are typical residents: Mourning Dove (*Aenaida macroura*), Anna's Hummingbird (*Calypte anna*), Black Phoebe (*Sayornis nigricans*), Scrub Jay, Plain Titmouse, House Wren (*Troglodytes aedon*), Wrentit (*Chamaea fasciata*), California Towhee, House Finch (*Carpodacus mexicanus*), and Lesser Goldfinch (*Carduelis psaltria*). The Acorn Woodpecker and Nuttall's Woodpecker (*Picoides nuttalis*), both of which are common woodland residents in San Diego County, were identified. Other species, such as the Ash-throated Flycatcher (*Myiarchus cinerascens*), Western Kingbird (*Tyrannus verticalis*), Cliff Swallow (*Hirundo pyrrhonota*), Blue Grosbeak (*Guiraca caerulea*), and Hooded Oriole (*Icterus cucullatus*), although present during the spring and summer breeding season, migrate south during the winter season. The majority of birds identified were found in association with the oak and riparian woodlands on the property, which are the most important resources for the local bird fauna.

A focused survey of the California Gnatcatcher was conducted by Vincent N. Scheidt, Biological Consultant, on September 18th and 25th, 1996 and October 2, 1996. The

results of the survey are discussed in detail under the Sensitive Animals section below.

Mammals

Although most of Southern California's mammal population is nocturnal and difficult to detect without trapping, observation of scat, tracks, nests, or other signs can help identify the presence of a number of different species. The occurrence of the Broad-footed Mole (*Scapanus latimanus*) was determined through identification of its diggings found in the floodplain area of the site. The California Ground Squirrel is common on the property, with most of the individuals seen in the disturbed open area. Large stick nests of the Dusky-footed Woodrat were common in the woodland. Woodrat droppings found in association with the rocks on the knoll next to Champagne Boulevard are anticipated to belong to the Desert Woodrat (*Neotoma lepida*), which favors more xeric, rocky habitat than the Dusky-footed. Other small rodents are expected to inhabit the property; droppings of the Desert Cottontail (*Sylvilagus audubonii*) indicate the presence of this species in the scrub habitat. Several bat species are expected to forage over the site at night, although, due to the diversity of bat species present in San Diego County, it is fairly difficult to predict which species utilize the site. The presence of Coyote (*Canis latrans*) scat is indicative of the fact that this species forages on the property at least occasionally. There are indications that the Gray Fox (*Urocyon cinereoargenteus*) also uses the site.

Sensitive Biological Resources

In order to fully assess the extent of sensitive lands on the subject site, a Constraints Map showing steep slopes and sensitive habitat lands for the Champagne Gardens Specific Plan Area is included as Figure 11, page 95.

The following biological resources noted on the project site are considered to be sensitive:

Sensitive Habitats

1. Sycamore/Willow Riparian Woodland (3.47 acres) is a wetland habitat-type which is severely declining in Southern California. It is represented on the Champagne Gardens site by a mature woodland featuring a number of large specimen trees, associated with the South Fork of Moosa Creek. The value of this habitat on the project site, and some of the smaller drainages, is enhanced by its intermingling with the riparian woodland.

2. Southern Willow Scrub (0.97 acres) is included among the region's declining wetlands. The value of this habitat on the site is enhanced by its intermingling with the riparian woodland.
3. Diegan Sage Scrub habitat, which has experienced extensive reduction in the County of San Diego in recent years due to agricultural and residential development. The site currently supports 33.2 acres of such habitat.
4. Coast Live Oak Woodland (8.68 acres), which is regionally uncommon, and is a focus for high wildlife activity. This habitat generally occurs onsite on the periphery of the riparian woodland and on the slopes beneath the freeway.

The biological components of these habitat areas, as well as their relative quality and value, are discussed in detail in Appendix A1 of this report. The onsite locations of these habitats are illustrated on Figure 41, Biological Resources Map, in the back pocket.

Pursuant to the County Resource Protection Ordinance, development, grading, grubbing, clearing, or any other activity or use damaging to sensitive habitat lands shall be prohibited, except when mitigation measures, included as a condition of permit approval, provide an equal or greater benefit to the affected habitats.

Sensitive Plants

Two sensitive plant species were found on the site during the 1991 and 1994 surveys. No additional sensitive species were detected during the spring survey. Most sensitive plants, particularly annuals, known from the vicinity of this property would have been identifiable during the May, 1995 survey period. Based on these findings, it is expected that no additional sensitive plant species occur in the Champagne Gardens SPA study area.

1. Summer Holly: Six Summer Holly plants were found on the project site. Summer Holly is a slowly declining species which is oddly distributed throughout San Diego County; although known in numerous locations, and quite common in the general vicinity of this site, rarely are more than a few individuals found in proximity to each other. Because this large shrub is considered to be moderately sensitive in San Diego County, it should be considered a significant biological resource in association with the adjacent oak woodland and steep slope.

2. Engelmann Oak: Four small or immature Engelmann Oaks are clustered on the slope of a minor drainage near the freeway fill slope on the periphery of the property. They should be considered to be of limited biological significance due to their isolation and size. These trees are well represented in certain areas throughout the County of San Diego; in other areas they are very localized.

Sensitive Animals

Focused Surveys

1. *Southwestern Arroyo Toad*: The Arroyo Toad, also known as Southwestern Arroyo Toad or Arroyo Southwestern Toad, was designated by the US Fish and Wildlife Service as an Endangered Species in January of 1995. The species is restricted to riparian and abutting upland habitat areas in Southern California and adjacent Baja California Norte. The Service has developed guidelines for determining the presence or absence of the Arroyo Toad, which include nocturnal field surveying during the spring along the creeks and rivers within the historic distribution of the species, particularly those with open sandy or gravelly bank habitats. During the breeding season the male produces a distinctive trilling call.

A survey using US Fish and Wildlife Service protocol was conducted between April 5, 1997 and May 5, 1997 by Biological Consultant Vincent N. Scheidt to ascertain the status of the Southwestern Arroyo Toad (*Bufo microscaphus*) in the Champagne Gardens Specific Planning Area site. The amphibian survey found that the Southwestern Arroyo Toad is not present on the site.

2. *California Gnatcatcher*: Field surveying of the California Gnatcatcher was conducted by Vincent Scheidt, Biological Consultant, on September 18th and 25th, 1996 and October 2, 1996 between 7:30 a.m. and 11:00 a.m.

A total of nine individual California Gnatcatchers were detected during the field survey. Great care was made to prevent a duplication of sightings. At least five of these specimens were juveniles. This was determined on the basis of characteristic behaviors observed and characteristic juvenile coloring. Specimens were observed in four generally detached groupings. Two specimens (a juvenile and a probable adult male) were observed interacting at the southern end of the project site within Sub-area 6. Two specimens (a juvenile and a probable adult female) were observed east of Moosa Creek in Sub-area 4. A total of five specimens in two detached groups (two juveniles and a probable adult female; one juvenile and a probable adult female) were observed in Sub-area 1. It is possible that these five specimens represent a single

family group, although they were located in separate areas of coastal sage scrub, and appeared to forage and move in opposite directions (SW verses NE), showing no interactivity. The specific locations where all California Gnatcatchers were observed are illustrated in Figure 41, in the back pocket of this report. Also shown is the approximate location of a recent (September 1996) sighting on a nearby property by another consulting biologist (V. Marquez, personal communication).

One of the difficulties with conducting field surveys for California Gnatcatchers in the late summer and fall is the potential for "false positives." In other words, the results obtained following a late season field survey may not necessarily be representative of the "carrying capacity" of the subject site. The "carrying capacity" is the actual number of specimens any particular property is capable of sustaining on an on-going basis. For example, if a single resident pair of gnatcatchers fledges 3-4 offspring, a total of 5-6 gnatcatchers could be detected in the early fall when the juveniles have not yet dispersed from the vicinity of the nest. Somewhat later in the season, dispersed juvenile gnatcatchers may be found in unsuitable habitat prior to the winter die-off. The findings of this specific field survey, which resulted in the detection of nine individual specimens, does not provide a definitive answer regarding carrying capacity of this property, or even whether or not the California Gnatcatcher resides on this site as a year-round resident at all. It does, however, indicate that gnatcatchers are utilizing this property during at least some portion of the year, within potential breeding-quality habitat (Diegan Sage Scrub and related successional scrubs).

Additional Sensitive Species

The following sensitive animal species were found on site during the 1991 and 1994 visits. The spring survey reconfirmed the presence of most of these species:

3. Four individuals of the Coronado Skink were observed on the site, although this species is anticipated to occur throughout the property in areas of mesic grasslands and in leaf litter in the riparian understory. Its presence in two additional locations was confirmed during the spring survey. Although limited in range, the Coronado Skink is still a common species, occurring in a variety of habitats including grasslands, sage scrub, and pine-oak forests.
4. Two individuals of the Orange-throated Whiptail were noted in Sub-area 6 west of Champagne Boulevard, although they are expected in the sage scrub on the east side as well. Their presence in additional areas of Sub-area 6 and in Sub-area 1, also west of Champagne Boulevard, was confirmed with the spring survey. Because this lizard is known to forage along the edges of

riparian woodland, it is anticipated throughout the floodplain area where the ground is fairly open and natural habitat is intact. This species is limited in distribution, living mostly in open scrubland which supports an abundance of termite colonies which constitute the Orange-throated Whiptail's primary food source.

5. One immature Cooper's Hawk was noted in the oak and riparian area. This species is not anticipated to breed on the site, however, the oak and riparian area provides an excellent foraging opportunity for the species. Cooper's Hawk has declined as a breeding species in California, mainly due to habitat destruction.
6. A single Sharp-shinned Hawk was observed on the site, and is expected to forage on the site seasonally. This species is a fairly common winter resident in mixed woodlands of southern California.
7. One White-tailed (Black-shouldered) Kite was identified on the property in pre-1995 surveys. Six individuals were observed constituting a breeding group during the spring survey. This species is likely to hunt the site's grasslands occasionally. This species, fully protected by the California Department of Fish and Game, inhabits grasslands, agricultural fields, and shrublands of California's coastal valleys and plains. Although historic population fluctuations have made its status difficult to ascertain, this species is believed to be declining locally in some areas.
8. Two Western (Coastal) Whiptails (*Cnemidophorus tigris*) were observed in the Diegan Sage Scrub and Disturbed Grasslands. Six additional individuals were observed along the west side of Champagne Boulevard during the spring survey.
9. The presence of the San Diego Desert Woodrat (*Neotoma lepida intermedia*) was also observed, although the Woodrat, identified from nests in the oak woodland, is more likely the Dusky-footed Woodrat (*Neotoma fuscipes*), a common local chaparral-dwelling species.
10. Noted during the spring survey was one large Northern Red Diamond Rattlesnake (*Crotalus ruber ruber*), observed sunning adjacent to a large rock outcrop near the northwestern edge of the site. This large pit viper is listed by the U.S. Fish and Wildlife Service as a Candidate taxon under the Endangered Species Act. The Northern Red is not expected on the site, it should not be considered a significant biological feature of the property. The species is

relatively abundant in San Diego County and has a low level of sensitivity on Federal and State lists.

Sensitive Species Known From the Region But Not Found Onsite

A number of sensitive biological resources, not found on the Champagne Gardens site, are known from the region. Plants in this category include *Arctostaphylos rainbowensis*, a species which occurs in chaparral in the Merriam Mountains and is very unlikely to occur on the property because the species is not usually found this far south. *Polygala cornuta*, ssp. *fishiae*, is occasionally present in deep shade on north-facing hillsides. It is unlikely the species would occur on site because it is a showy perennial, which would have been observed during the spring survey. *Brodiaea orcuttii* is extremely rare in mesic grasslands in this region. Both *Juncus acutus* and *Artemisia palmeri* are occasionally present in local creekbeds, while the newly-defined *Nolina cismontana* occurs in gabbroic soils near Pala. Both *Machaeranthera juncea* and *Chorizanthe procumbens* were suspected to occur on the site from the summer survey but were not detected due to difficulty of identification outside the flowering season. A search for these during the Spring Survey did not detect the plants onsite.

Parry's Tetracoccus (*Tetracoccus dioicus*) occurs sporadically throughout the coastal foothills of San Diego County, where it appears to be restricted to gabbro soils. Its presence onsite would most likely have been detected by prior surveys.

There are also several vertebrates which, although not observed or detected during the site surveys, could occur on the property. A small number of San Diego Horned Lizards (*Phrynosoma coronatum blainvillei*) could inhabit the site, as this species is anticipated in relatively open areas in sage scrub or chaparral where Harvester Ants (*Pogonomyrmex*), their primary food source, are available. This species is not expected, however, to occur in large numbers due to the level of human activity in the area and the disturbed nature of much of the habitat.

The regional status of the Northwestern San Diego Pocket Mouse (*Chaetodipus fallax fallax*), likely to occur in the property's sage scrub, is unknown but possibly declining, and the species' presence on the site is not considered to be biologically significant. Likewise, the possible occurrence of the San Diego Desert Woodrat (*Neotoma lepida intermedia*) in the sage scrub would not be considered biologically significant. In all probability the nests noted as indicative of this species were actually those of the Dusky-footed Woodrat (*Neotoma fuscipes*), a locally common species.

Several sensitive riparian birds are possible site inhabitants, including the Least Bell's Vireo (*Vireo bellii pusillus*), Yellow Warbler (*Dendroica petechia*), and Yellow-breasted Chat (*Icteria virens*).

Impacts of the Project

Standards of Significance

1. If Federally listed endangered species are found in areas of project impact.
2. If Federally listed endangered species' habitat is found in areas of project impact.
3. If areas known to serve as linkages between habitat of high biological value are impacted by the project.
4. If large numbers of sensitive species or extensive areas of sensitive habitat are impacted by the project.
5. If thresholds for Federal, State, or County laws or ordinances related to biological preservation are exceeded.

The Project will have the following impacts:

Impacts to Sensitive Habitats

1. The project will have a direct impact on 2.8 acres of Coast Live Oak Woodland (32 % of the onsite resource). Proposed maximum development areas would impact the 50 foot buffer of some oak areas. This impact is estimated at 1.42 acres.
2. The project will impact 0.31 acres (8.93% of the onsite resource) of Willow Riparian Forest.
3. The project will impact 0.50 acres (51.5%of the onsite resource) of Southern Willow Scrub.
4. The project will impact 11.69 acres of Diegan Sage Scrub (DSS) (35.2%of the onsite resource), some of which is occupied by the Threatened California Gnatcatcher (see below, Impacts to Sensitive Species). All areas with significant DSS resources (Sub-areas 1, 2, 3, 4 and 6) are thought to be habitat of intermediate potential value for long-term conservation.

Areas of impacts by acres and percentage of onsite resources are shown on Tables 4A and 4B, page 101-102.

Impacts to Sensitive Species

1. Impacts are significant. Nine California Gnatcatchers (*Poliophtila californica*) will be impacted by the project. Loss is anticipated by virtue of impacts to Diegan Sage Scrub (DSS), as noted in the previous section. DSS is the typical habitat of the California Gnatcatcher, a species recently listed by the U.S. Fish and Wildlife Service as a Threatened Species under the Federal Endangered Species Act (ESA). Impacts to DSS will necessitate application to the San Diego County Department of Planning and Land Use for a Habitat Loss Permit (HLP).

Application for habitat loss can be made under Section 4(d) of the ESA. Special rule 4(d) permits the incidental "take" of California Gnatcatcher through modification of its habitat. This incidental "take" is subject to a maximum 5 percent cumulative total loss of habitat in the absence of an approved Habitat Conservation Plan (HCP). Subregional HCPs are currently being developed and approved through the Natural Community Conservation Program (NCCP). This program was initiated under the Natural Communities Conservation Program Act of 1991 in an attempt to protect native plants and animals and to link their habitats in regional preserves developed in concert with approval of an HLP.

The objective of the procedure is the conservation of significant DSS habitat onsite and to recommend mitigation that will avoid biological impacts. Cumulatively, the loss of sage scrub will be significant and may warrant offsite mitigation. Estimated maximum loss of existing DSS and loss per sub-area is:

Sub-area	Existing Diegan Sage Scrub (acres)	Diegan Sage Scrub Impacts (Direct and Indirect) (acres)	%
1	7.53	4.81	63.9%
2	0	0	0.0%
3	.89	0.19	21.3%
4	16.89	4.49	21.3%
5	.49	0	0.0%
6	7.38	2.20	29.8%
7	0	0	0.0%
Total	33.18	11.69	35.2%

Actual areas of impact to DSS cannot be determined at this time, but an area of maximum impact has been determined based on sub-area footprints and road locations. Actual impacts may be less but will not be more than those shown. To minimize habitat loss, specific impacts will be determined on a project-by project basis when implementation is proposed, rather than relying on development areas that may represent greater impacts than will actually occur. At that time, the 4(d) evaluation process will be put into motion by having this criterion written into the Specific Plan.

Analysis of Habitat Values

The direct destruction or conversion of Diegan Coastal Sage Scrub habitat is currently controlled by the County of San Diego through its sub-area planning efforts in coordination with the Natural Communities Conservation Planning (NCCP) process. The intent of these efforts is to retain large, connected areas of coastal scrub and other native habitats in order to preserve existing habitat values through the retention of essential biological variability and long-term viability. Representative areas of native Diegan sage Scrub vegetation, especially on the sites northern slopes and western boundary, may be suitable for long-term conservation in an effort to connect with offsite habitat areas and provide onsite mitigation for development-related losses associated with future site development.

The NCCP process requires a ranking of habitat values for Diegan Coastal Sage Scrub vegetation in accordance with the "Evaluation Logic Flow Chart" (Exhibit B).

The habitat value of the sage scrub vegetation currently present on the Champagne Gardens property has been evaluated as follows:

- (1) Is natural vegetation present? Answer - yes.
- (2) Is coastal sage scrub present? Answer - yes.
- (3) Is the land the most dense coastal sage scrub in Subregion? Answer - no.
- (4) Is the land close to a Higher Value District? Answer - yes.
- (5) Is the land located in a corridor between Higher Value Districts? Answer - yes.
- (6) Are there significant populations of target or endemic species onsite? Answer - yes.

The Evaluation Logic Flow Chart indicates that the Champagne Gardens property supports habitat of "Intermediate Potential Value for Long-Term Conservation." This allows for adequate mitigation on a case-by-case basis in consultation with the U.S. Fish and Wildlife Service, the California Department of Fish and Game, and the County of San Diego.

Preliminary 4(d) Findings

Development of the Champagne Gardens project site is subject to regulation in conformance with the NCCP's Conservation Guidelines. This is because improvements and grading of the project will result in a loss of Diegan Sage Scrub (DSS). At present, the removal of DSS in San Diego County requires a Habitat Loss Permit (HLP). The following findings related to the HLP process apply to this application:

1. The proposed Habitat Loss is consistent with the Interim Criteria in the Conservation Guidelines and with any subregional process if established by the subregion.
 - a. The habitat loss does not exceed the five percent guideline. The habitat loss does not cumulatively exceed the 5 percent guideline. The proposed project could impact up to 11.69 acres of DSS. Approved DSS losses as of April 9, 1997, and including this approval, for both the entire unincorporated County and the affected subregion area are as follows:

HLP Statistics	County-wide	North Subregion
Total loss allowed under 5 percent guideline:	6,285.1 acres	1,876.9 acres
Cumulative loss of Coastal Sage Scrub to date:	527.38 acres	30.87 acres
Additional losses pending:	241.46 acres	126.61 acres
Net loss due to this project:	11.69 acres	11.69 acres
Total cumulative loss:	780.53 acres	169.17 acres
Remaining loss allowed under 5 percent guideline:	5504.57 acres	1707.73 acres

- b. The habitat loss which may result from project implementation will not preclude connectivity between areas of high biological habitat values provided project mitigation specific to wildlife corridors as stated in the FEIR is adopted. This is: Preservation of DSS that provides linkage to larger areas of higher-quality habitat to the east and south; revegetation of significant onsite areas that link with offsite corridors; design of the onsite open space easement; and dedication of additional adjacent offsite areas of DSS.

The "Evaluation Logic Flow Chart" analysis (above) has indicated that the site supports sage scrub habitat with an "intermediate potential value for long-term conservation". Thus, the habitat loss associated with site development, as proposed, will not result in a loss of high biological habitat values.

- c. The habitat loss will not preclude or prevent the preparation of the subregional NCCP. The San Diego County Sub-area Plan for the Multiple Species Conservation Program is currently being prepared. Champagne Gardens is not a part of that plan; however, approval or implementation of the project would not preclude preparation, approval, or implementation of the San Diego County Sub-area Plan due to the preservation of large areas of open space that will preserve important connectivity with offsite areas.

- d. The habitat loss has been minimized and mitigated to the maximum extent practicable in accordance with Section 4.3 of the NCCP Guidelines. Onsite sage scrub habitat will be retained at a ratio of 2.83 units for each unit being impacted. The area protected through retention supports the highest quality habitat on this property, in terms of connectivity to offsite habitat areas and overall species diversity.
2. The habitat loss will not appreciably reduce the likelihood of the survival and recovery of listed species in the wild. The majority of onsite scrub habitat will be retained within biological open space. Connectivity with similar or better offsite habitat is preserved. Development as proposed will not adversely affect the survival or recovery of any listed species.
3. The habitat loss is incidental to otherwise lawful activities. The loss of up to 11.69 acres of Diegan Coastal Sage Scrub will be incidental due to necessary grading and improvement required to construct planned improvements on this property.
 - a. Impacts to the Coronado Skink are not significant. This species is not listed as endangered or threatened by either the Federal or State governments. This species is of low sensitivity and is expected to be widely distributed onsite, so that sufficient habitats will be preserved.
 - b. Impacts to the Orange-Throated Whiptail are not significant. The preservation and/or enhancement of significant riparian and most flood plain areas in biological open space, will preclude significant impacts to this species. Orange-Throated Whiptail is not listed as either endangered or threatened.
 - c. The Cooper's Hawk is not listed as either endangered or threatened. Preservation of significant area of oak and riparian habitat will avoid significant impacts.
 - d. The migratory Sharp-Shinned Hawk is unlikely to nest on the site. Likely habitat of mixed woodlands is widely preserved and, in the case of riparian woodlands, enhanced on the project site. Impacts are not expected to be significant. This species is not listed as endangered or threatened by the Federal and State governments.

- e. White-Tailed (Black-Shouldered) Kite impacts are not significant. Roosting habitat for this species is widely protected onsite. This Kite is not considered endangered or threatened.
- f. The Western Whiptail is thought to be widely distributed onsite. Large areas of its habitat will be preserved, and so impacts are not significant. The Whiptail is not listed as endangered or threatened by either the Federal or State governments.
- g. The San Diego Desert Woodrat, identified as possibly occurring on the site, is a lower priority species that is neither endangered nor threatened by Federal or State standards. Sufficient habitat for this species will be retained onsite.
- h. The Northern Red Diamond Rattlesnake was noted in Diegan Sage Scrub areas of Sub-area 1 that will be preserved in open space. This area is contiguous with offsite habitat of a similar type. This species is not listed by the Federal or California State governments as either endangered or threatened.
- i. Impacts to Summer Holly are not significant, due to the small number of plants. Two of the six surveyed plants will be preserved.
- j. Impacts to Engelmann Oaks are not significant, due to the isolation of their location. No development will occur in their area.

Breeding Birds

- a. Development in several areas could have an effect on breeding riparian birds, an impact which cannot be adequately assessed without performing focused seasonal studies. Included are possible impacts to the Willow Flycatcher, and (although unanticipated) the Least Bell's Vireo. Unless surveyed, mitigation must assume the presence of these species.

Impacts to NCCP-Related Corridors

Impacts to wildlife corridors are significant. As noted above, connectivity exists between the project area and several offsite areas. The substantial level of potential development being anticipated, if constructed, could disrupt the movement of wildlife along these corridors. Specifically, connectivity from the eastern hills down to the

riparian areas of South Fork of Moosa Creek could be impacted. These upland areas already support significant open space easements that preserve Diegan Sage Scrub and other habitats. Preservation of this link would enhance the long term viability of species in the region. The current design preserves connectivity with this area by creating a corridor that ranges from 220 to 750 feet in width.

Also very important are offsite links along the south fork of Moosa Creeks to the north and south. These areas support riparian and disturbed wetland habitats that, in turn, support a variety of species. The current design preserves these areas with revegetated open space, a biological open space area, and passive use open space.

Finally, there are significant areas of Diegan Sage Scrub between Champagne Boulevard and I-15 south of Sub-area 1 and north Sub-area 6. Project design features preserve DSS that border this offsite area.

Impacts to Offsite Areas

Impacts are not significant. The road alignment and widening will unavoidably impacts successional sage scrub, oak trees and jurisdictional wetland vegetation, however an accurate assessment of these impacts will require a more detailed study of the proposed alignment and extent of cut/fill and offsite grading. All impacts are considered to relatively minor and mitigable due to the locations of habitats relative to the offsite work.

Mitigation

1. To mitigate impacts to 4.24 acres of Coast Live Oak Woodland:
 - a. Disturbed habitat onsite shall be planted with Coast Live Oak at a 10:1 replacement ratio. It is estimated that sufficient area exists onsite for mitigation. Lacking onsite availability of habitat, suitable offsite habitat shall be provided. Specific impacts will be assessed at the Major Use Permit/Site Plan stage of development, and so actual area of impact may be less, but will not be greater than indicated. As required, a mitigation monitoring plan shall be developed and implemented as part of the revegetation plan.
 - b. Approximately 5.86 acres of Coast Live Oak (68% of the onsite resource) will be preserved in biological open space.
2. To mitigate impacts to 0.50 acres of Southern Willow Scrub and 0.31 acres of Willow Riparian Forest:

- a. Approximately 3.16 acres (91.1 percent) of Willow Riparian Forest and 0.47 acres (48.4%) of Southern Willow Scrub shall be preserved in biological open space.
- b. A biological revegetation area shall be created surrounding the riparian resources in Sub-areas 2, 3, and 4.
 1. This area shall have a variable width that is no less than 50 feet from the edge of the sensitive habitat.
 2. The biological revegetation area shall be designed as shown on Figure 12A, page 97. Beginning at the south boundary of the SPA project in Sub-area 4, the area is a strip approximately 255 feet wide. Following the westerly property line, it widens to approximately 785 feet at the proposed access road on the northern boundary of Sub-area 4. The area in Sub-area 4 encompasses Southern Arroyo Willow Riparian Forest. In addition, it takes in a large hill of Diegan Sage Scrub. North of the access road, the revegetation area narrows to approximately 300 feet. Through approximately one third of the central portion of Sub-areas 2 and 3, the width is approximately 255 feet. This part of the area encompasses a disturbed wetland drainage that runs south to north across Sub-area 3. The area widens again as it approaches the northern boundary of the SPA, where it encompasses a riparian forest. At the northern property boundary the zone is approximately 600 feet wide.
 3. The biological revegetation area shall be revegetated with native species that compliment the riparian habitat and disturbed wetland drainage. Areas adjacent to the riparian habitat shall be planted with Coast Live Oak as replacement for oak habitat lost elsewhere in the project area. The exact acreages that will be dedicated to riparian or Coast Live Oak cannot be determined at this time due to a lack of specific project designs. However, the area shall consist of a minimum of 1.5 acres of Southern Willow Scrub habitat and 0.93 acres of Willow Riparian Forest habitat. Additional acreages may be revegetated to provide connectivity between similar habitats. The balance of the disturbed areas within the biological revegetation area shall be planted in Coast Live Oak.
 4. Encroachments into the biological revegetation area shall be limited to a road crossing between Sub-area 4 and Sub-area 5, a road crossing between Sub-areas 2/3 and Sub-area 4, and a foot/cart trail between

Sub-area 2 and Sub-area 3. The road crossings will require a Streambed Alteration Agreement in accordance with Section 1603 of the California Fish and Game Code and a Clean Water Act Section 404 permit.

5. Access to the biological revegetation area shall be restricted by the use acceptable fencing or other measures acceptable to the Director of the DPLU.
 6. The plantings will be specifically detailed in a revegetation plan at the time of application for implementing permits. The revegetation plan shall be under the supervision of a qualified biologist.
- c. The drainage traversing the south portion of Sub-area 6 shall be preserved in open space, with minimum 50 foot buffers.
3. To mitigate impacts to 11.69 acres of Diegan Sage Scrub:
- a. Approximately 21.5 acres of this onsite habitat shall be preserved in open space, which shall be fenced or otherwise demarcated from other areas. This will mitigate impacts by preserving the habitat in an undisturbed condition in perpetuity.
 - b. Additional areas of Diegan Sage Scrub east of Sub-areas 4 and 5 and totaling 11.36 acres, shall be dedicated as biological open space. Although not a part of the Specific Plan, these areas are a part of the same ownership of Sub-areas 4 and 5.

The measures detailed in Sections 1, 2 and 3 above will mitigate impacts to sensitive habitats by limiting habitat enhancement, preservation of extensive habitat in open space, revegetation or restoration of areas in excess of those impacted, and through additional study and mitigation when projects come forward for implementation.

4. To mitigate for impacts to the California Gnatcatcher,
 - a. 21.5 acres of Diegan Sage Scrub habitat shall be preserved in open space, which will be fenced or otherwise separated from development areas to maintain an undisturbed habitat for the California Gnatcatcher. This protects DSS at a ratio of 2.84:1.

- c. Additional areas east of Sub-areas 4 and 5, as noted in 3.b. above, shall be dedicated as biological open space as shown in Figure 10, page 93.
 - d. It will be necessary to re-survey areas of Diegan Sage Scrub for the California Gnatcatcher within one year prior to development in any area of onsite sage scrub habitat.
5. To mitigate for potential impacts on breeding riparian birds, the Least Bell Vireo and the Southwestern Willow Flycatcher, the following steps shall be taken:
- a. Approximately 67% percent of the habitat of breeding riparian birds shall be preserved in open space.
 - b. Areas onsite impacted by road crossing and trail construction shall be revegetated to the greatest extent possible under the supervision of a qualified biologist.
 - c. An enhanced biological revegetation area, detailed in item 2b above, shall be created to enhance and protect the habitat.
 - d. Surveys for the Least Bell Vireo and the Southwestern Willow Flycatcher shall be accomplished prior to approval of implementing permits for Sub-areas 2, 3, 4, 5 and 6.
 - e. Prior to final design and approval, a noise study shall be required for the amphitheater (Sub-area 2 C) to assess potential impacts to breeding riparian birds. The survey will determine whether the amphitheater operation conforms to the standard of a 63 dB(A) limit for project-generated noise at the boundary of breeding bird habitat during the breeding season (March 15 through September 30). If the operation exceeds this standard, the amphitheater will employ portable sound barriers to reduce noise to the required standard. If a resurvey determines that the barriers fail to reduce noise to the required standard, the amphitheater will not operate during the breeding season of riparian birds.

Measures detailed in Sections 4 and 5 above shall mitigate for all impacts to sensitive species by enhancement or preservation of habitat used by these species, and through additional studies and mitigation when project specifics are known.

6. To mitigate for impacts to open space connectivity, the following steps shall be taken:

- a. Project design shall allow for an undisturbed corridor ranging in width from 255 to 785 feet in the north and east area of Sub-area 4. This corridor shall connect upland areas on the east with the riparian habitats to the west and
- b. The project shall be designed so as not disturb the drainage between Sub-areas 6 and 7. This area shall be protected with a 50 foot open space buffer on either side of the natural drainage.
- c. A biological revegetation area Zone (detailed in item 2.b, above) shall be created to preserve a north/south link with offsite for animals and birds.

The measures detailed in Section 6 above will mitigate for impacts to wildlife corridors by preserving connectivity with key offsite areas, and by enhancing and protecting in open space a major degraded habitat link.

7. To mitigate for potential impacts from specific project designs:

- a. All existing plant communities shall be precisely remapped when the projects apply for either a Major Use Permit or Site Plan to determine compliance with FEIR mitigation ratios, as set forth in Table 4B.
- b. Project sub-areas as shown on the Specific Plan Map include brushing requirements. Should brushing requirements extend beyond development bubbles in some areas, a biological impact and mitigation assessment will be required for the impacted area.
- c. All areas not specifically designated as development, existing uses, or roads shall be set aside as open space. Development, existing use, and road areas are shown on the Open Space Map, Figure 12B, page 99. Open space shall consist of three types:

Type I, Biological Revegetation Area, as detailed in Section 2.b above, shall be enhanced and no uses or intrusions shall be allowed.

Type II, Biological Open Space, as detailed on the Open Space Map, Figure 12B, shall consist of all project areas not otherwise designated as development/existing use/road areas or Type I or Type III open space.

Type III, Planning Open Space, shall consist of areas in which limited activity shall be allowed. These areas are shown on Figure 12B and are limited to:

- (1) areas near Sub-area 2A, where walks, a pavilion, or road are allowed,
- (2) areas around Sub-areas 2B and 2C, where pavilions, walks, and gardens are allowed,
- (3) the existing lawn area around the south fork of Moosa Creek in Sub-area 5, where passive recreation and lawn maintenance are allowed.

Sub-Area Mitigation Measures

For ease of analysis, the following discussion describes the above mitigation on a sub-area basis. The current Specific Plan does not incorporate implementation processes. The following mitigation will be required as a function of the implementation process.

Sub-area 1

Development as proposed in this sub-area would create significant biological impacts associated with the effect on 4.81 acres of Diegan Sage Scrub and 0.66 acres of Coast Live Oak Woodland. The following mitigation shall be required with the implementation process:

1. To mitigate for impacts to 0.66 acres of Coast Live Oak Woodland, new trees shall be planted on disturbed habitat on- or offsite at a 10:1 ratio. As required of revegetation mitigation measures, a mitigation monitoring plan shall be implemented to evaluate and maintain newly planted trees.
2. All area of Coast Live Oak Woodland outside of impact areas shall be preserved in open space.
3. Approximately 2.72 acres of Diegan Sage Scrub (DSS) outside of development areas shall be preserved in open space.
4. Areas of DSS on the southern knoll of the site shall be preserved in open space so as to preserve connectivity with DSS offsite.
5. It will be necessary to re-survey areas of sage scrub for the California Gnatcatcher within one year prior to development in any area of onsite sage scrub habitat.

6. Measures detailed in Section 7, page 72, related to mapping, brushing, and open space designations, shall apply.

Sub-area 2 and 3

Development as proposed in this sub-area would create significant biological impacts associated with the effect on 0.19 acres of Diegan Sage Scrub, 0.32 acres of Coast Live Oak Woodland, and 0.02 acres of Southern Willow Scrub. The following mitigation shall be required:

1. Direct and indirect impacts to 0.32 acres of Coast Live Oak shall be mitigated through replacement of impacted trees on disturbed habitat at a 10:1 ratio. As required of revegetation mitigation measures, a monitoring plan shall be implemented to evaluate and maintain newly planted trees.
2. All areas of Coast Live Oak Woodland not impacted shall be preserved in open space.
3. Impacts to 0.19 acres of Diegan Sage Scrub (DSS) shall be mitigated with preservation of 0.60 acres of DSS in biological open space.
4. The riparian habitat along South Fork of Moosa Creek shall be preserved, with the exception of a road and trail crossing, which are indicated on Figure 12A, page 97. The preserved area shall consist of the habitat, with the impacts limited to those delineated above, plus a biological revegetation area as delineated on the attached map, Figure 12A.
5. Impacts to 0.02 acres of Southern Willow Scrub shall be mitigated with revegetation in disturbed habitat areas at a minimum replacement ratio of 3:1.
6. Prior to implementation, a Federal wetlands determination should be completed and recommendations implemented.
7. It will be necessary to re-survey areas of sage scrub for the California Gnatcatcher within one year prior to development in any area of onsite sage scrub habitat.
8. Focused surveys for impacts to sensitive riparian breeding birds (Least Bell's Vireo and the Southwestern Willow Flycatcher) are required if impacts are proposed for areas of riparian woodland.
9. Measures detailed in Section 7, page 72, related to mapping, brushing, and open space designations, shall apply.

Sub-area 4

Development as proposed in this sub-area would create significant biological impacts associated with the effect on 4.49 acres of Diegan Sage Scrub, 2.02 acres of Coast Live Oak Woodland, 0.31 acres of Southern Arroyo Riparian Forest, and 0.09 acres of Southern Willow Scrub. The following mitigation shall be required as a part of the implementation process:

1. Direct and indirect impacts to 2.02 acres of Coast Live Oak Woodland shall be mitigated with planting of new trees on disturbed habitat on- or offsite, at a 10:1 ratio of new to impacted trees.
2. All Coast Live Oak Woodland not impacted shall be preserved in open space.
3. Impacts to 4.49 acres of Diegan Sage Scrub (DSS) shall be mitigated with dedication of 12.40 acres of DSS in open space. This is a ratio of 2.76:1 of preserved to impacted area.
4. An contiguous offsite area of approximately 11.36 acres of DSS shall be dedicated to the County and shall be preserved in open space.
5. The riparian habitat along south fork of Moosa Creek shall be preserved, except for an area on the southern boundary of the sub-areas, which will be impacted by a road crossing. A wetlands survey shall be completed prior to implementation of the project.

The preserved area shall consist of the habitat, with the impacts limited to those delineated above, plus an enhanced biological buffer, as delineated on the attached map, Figure 12A, page 97. The crossing will require a Streambed Alteration Agreement in accordance with Section 1603 of the California Fish and Game Code and a Federal Clean Water Act Section 404 permit.

6. Impacts to 0.31 acres of Southern Arroyo Riparian Forest and 0.09 acres of Southern Willow Scrub shall be mitigated onsite with revegetation of disturbed habitat at a replacement ratio of 3:1.
7. It will be necessary to re-survey areas of sage scrub for the California Gnatcatcher within one year prior to development in any area of onsite sage scrub habitat.

8. Focused surveys for impacts to sensitive riparian breeding birds (Least Bell's Vireo and the Southwestern Willow Flycatcher) are required if impacts are proposed for areas of riparian woodland.
9. The development envelope of Sub-area 4A shall be designed so as to preserve an open habitat corridor along the northern boundary of the sub-area. The corridor may vary in width but will be no less than 220 feet at its most narrow point. The internal road system, as shown on the Specific Plan map, may cross this corridor area.
10. Measures detailed in Section 7, page 72, related to mapping, brushing, and open space designations, shall apply.

Sub-area 5

Development as proposed in this sub-area would create significant biological impacts associated with the effect on 0.25 acres of Coast Live Oak Woodland. The following mitigation shall be required as a part of the implementation process:

1. Direct and indirect impacts to 0.25 acres of Coast Live Oak Woodland shall be mitigated with replacement trees on disturbed habitats on- or offsite at a 10:1 ratio. As required of revegetation mitigation measures, a monitoring plan shall be implemented to evaluate and maintain newly planted trees.
2. All Coast Live Oak not impacted by the project shall be preserved in open space.
3. The riparian habitat along South Fork of Moosa Creek shall be preserved in biological open space. The preserved area shall consist of a biological revegetation area as delineated on the attached map, Figure 12A, page 97. Existing planting may be maintained within this buffer and existing passive uses such as walking or picnicking may take place. No new uses may be initiated. No structures shall be permitted.
4. Focused surveys for impacts to sensitive riparian breeding birds (Least Bell's Vireo and the Southwestern Willow Flycatcher) are required.
5. Measures detailed in Section 7, page 72, related to mapping, brushing, and open space designations, shall apply.

Sub-area 6

Development as proposed in this sub-area would create significant biological impacts associated with the effect on 2.20 acres of Diegan Sage Scrub (DSS), 0.99 acres of Coast Live Oak Woodland, and 0.39 acres of Southern Willow Scrub. The following mitigation shall be required as a part of the implementation process:

1. Direct and indirect impacts to 0.99 acres of Coast Live Oak Woodland shall be mitigated with on- or offsite replacement trees on disturbed habitat at a 10:1 ratio. As required of revegetation mitigation measures, a monitoring plan shall be implemented to evaluate and maintain newly planted trees.
2. Coast Live Oak Woodland not impacted shall be preserved in open space.
3. To mitigate for onsite impacts to 2.20 acres of DSS, remaining DSS onsite, approximately 5.18 acres, shall be preserved in open space.
4. Acres of DSS on the northern boundary of the sub-area shall be preserved in open space in order to preserve habitat connectivity with offsite areas.
5. Impacts to 0.39 acres of Southern Willow Scrub shall be mitigated with creation, on- or offsite, of 1.14 acres of similar habitat.
6. A riparian area running east-west in the southern area of Sub-area 6 shall be preserved in open space. A minimum 50 foot buffer shall be maintained between the habitat and any development.
7. It will be necessary to re-survey areas of sage scrub for the California Gnatcatcher within one year prior to development in any area of onsite sage scrub habitat.
8. Focused surveys for impacts to sensitive riparian breeding birds (Least Bell's Vireo and the Southwestern Willow Flycatcher) are required.
9. Measures detailed in Section 7, page 72, related to mapping, brushing, and open space designations, shall apply.

Sub-area 7

Sub-area 7 is fully developed with a self-storage facility. No impacts will be incurred.

Summary of Key Recommendations

A full mitigation program for Sub-Area projects should be refined within the context of additional mapping and site surveys, as defined above, so that mitigations are appropriate for the specific uses and designs proposed at the time of Specific Plan implementation. The overall focus of mitigation shall be the biological revegetation area in Sub-Areas 2, 3, and 4, and the creation of open space throughout the Specific Plan area. This zone mitigates for impacts to riparian habitat, and potential impacts to breeding birds, as well as impacts to connectivity with the offsite areas. This is adequate mitigation because it enhances and enlarges riparian habitat available onsite, provides a protected zone for breeding birds and provides a defined enhanced habitat corridor for wildlife.

Mitigation for Diegan Sage Scrub shall emphasize preservation through site redesign, and on- or offsite replacement of lost acreage and declaration of open space. These measures will mitigate for sage scrub/California Gnatcatcher impacts by preserving a significant area of habitat, and protected open space zones for habitat connectivity. These are effective measures because they preserve existing areas in an undisturbed state, restrict access to these areas, and provide replacement acres that can be used by the California Gnatcatcher.

Mitigation for Coast Live Oak Woodlands shall emphasize preservation through site redesign and on- or offsite replacement of lost trees at a 10:1 ratio. It is expected that most live oak impacts can be mitigated onsite within the biological revegetation area noted above. Open space is an important part of this program. These are effective measures because they replace lost trees, provide a program for evaluating and maintaining newly planted trees, and protect existing trees in biological open space zones.



No Scale



LEGEND



Chaparral & Coastal Sage Scrub Mix



Coastal Sage Scrub



Chapparal



Riparian Scrub, Woodland, Forest



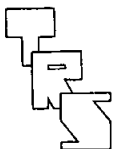
Grassland



Disturbed & Developed

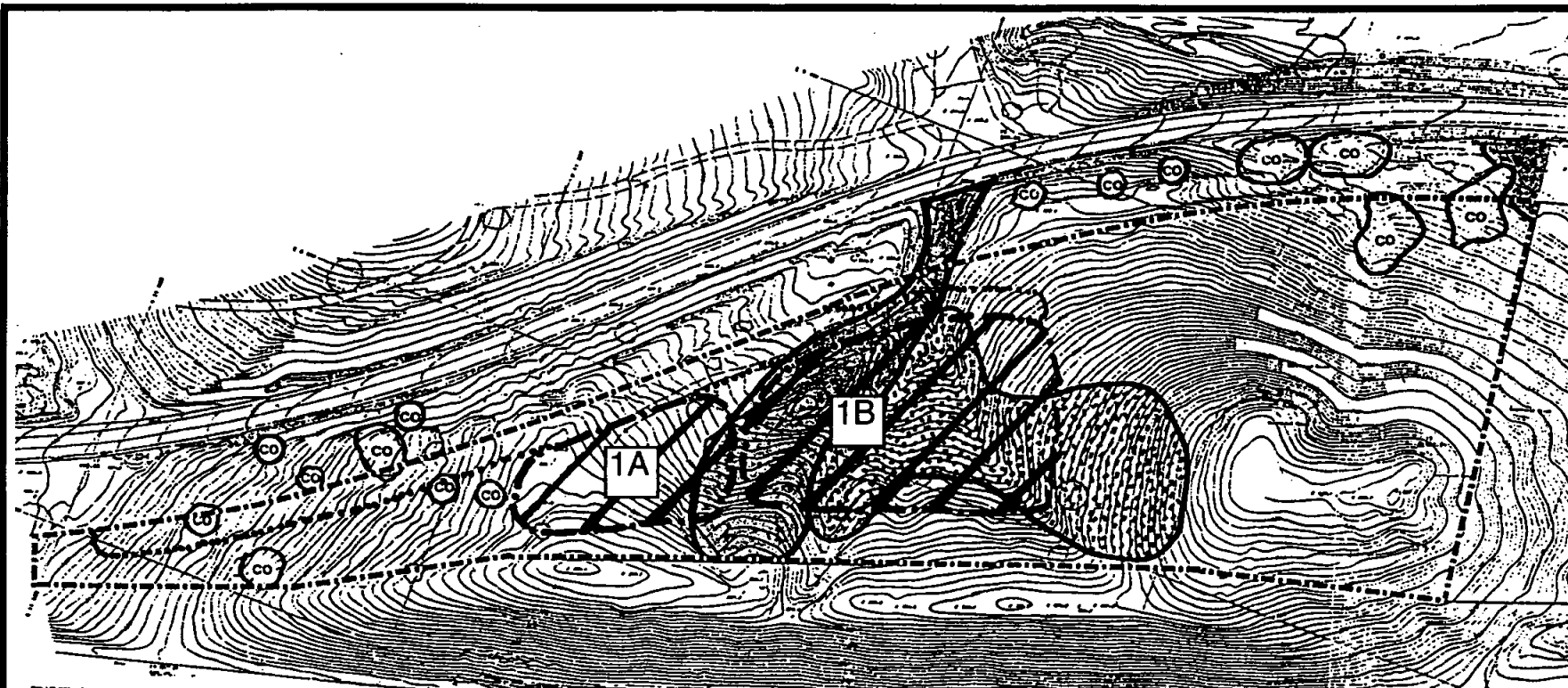


Agricultural Land



MHCP
Generalized Vegetation Map

Figure 6



No Scale

LEGEND



Non-Native Grassland/
Disturbed



Scrub Oak Chaparral



Diegan Sage Scrub



Coast Live
Oak Woodland



Development Area
Number



Development Area



Access Road

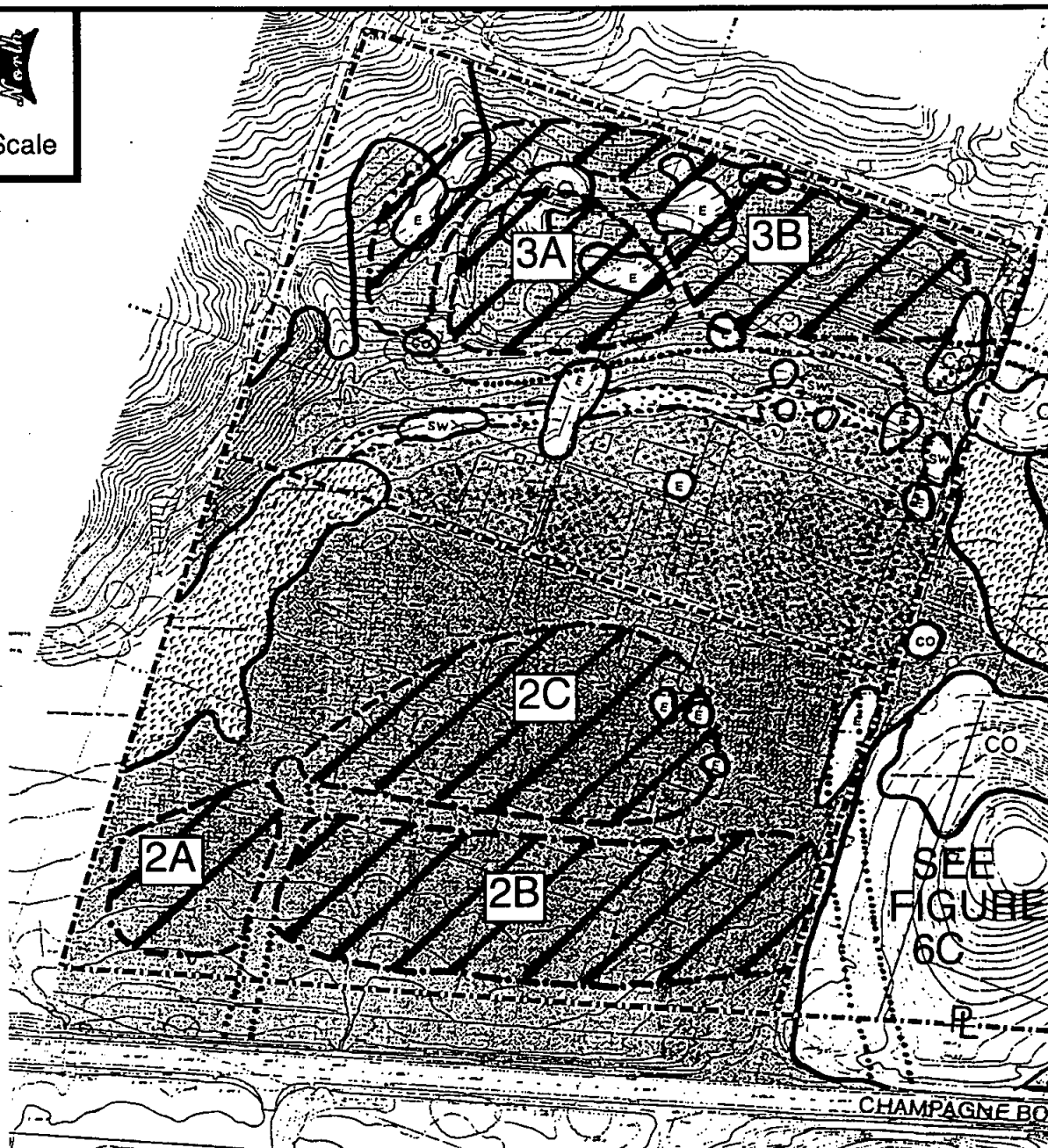
Figure
7A

Biological Resources with
Sub-Area Overlay- Sub-Area 1





No Scale



LEGEND



Southern Arroyo Willow
Riparian Forest



SW Southern Willow Scrub



2B Development Area
Number



Disturbed Wetland
Drainage



CO Coast Live
Oak Woodland



Diegan
Sage Scrub



E Exotic Trees/
Eucalyptus



Development Area



Non-Native Grassland/
Disturbed



Access Roads



Biological Resources with
Sub-Area Overlay- Sub-Areas 2 & 3

Figure
7B



No Scale

LEGEND



Southern Arroyo Willow
Riparian Forest



Diegan Sage Scrub



Sycamore



Southern Willow Scrub



Coast Live
Oak Woodland



Non-Native Grassland/
Disturbed



Orchard



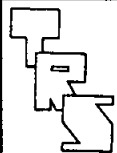
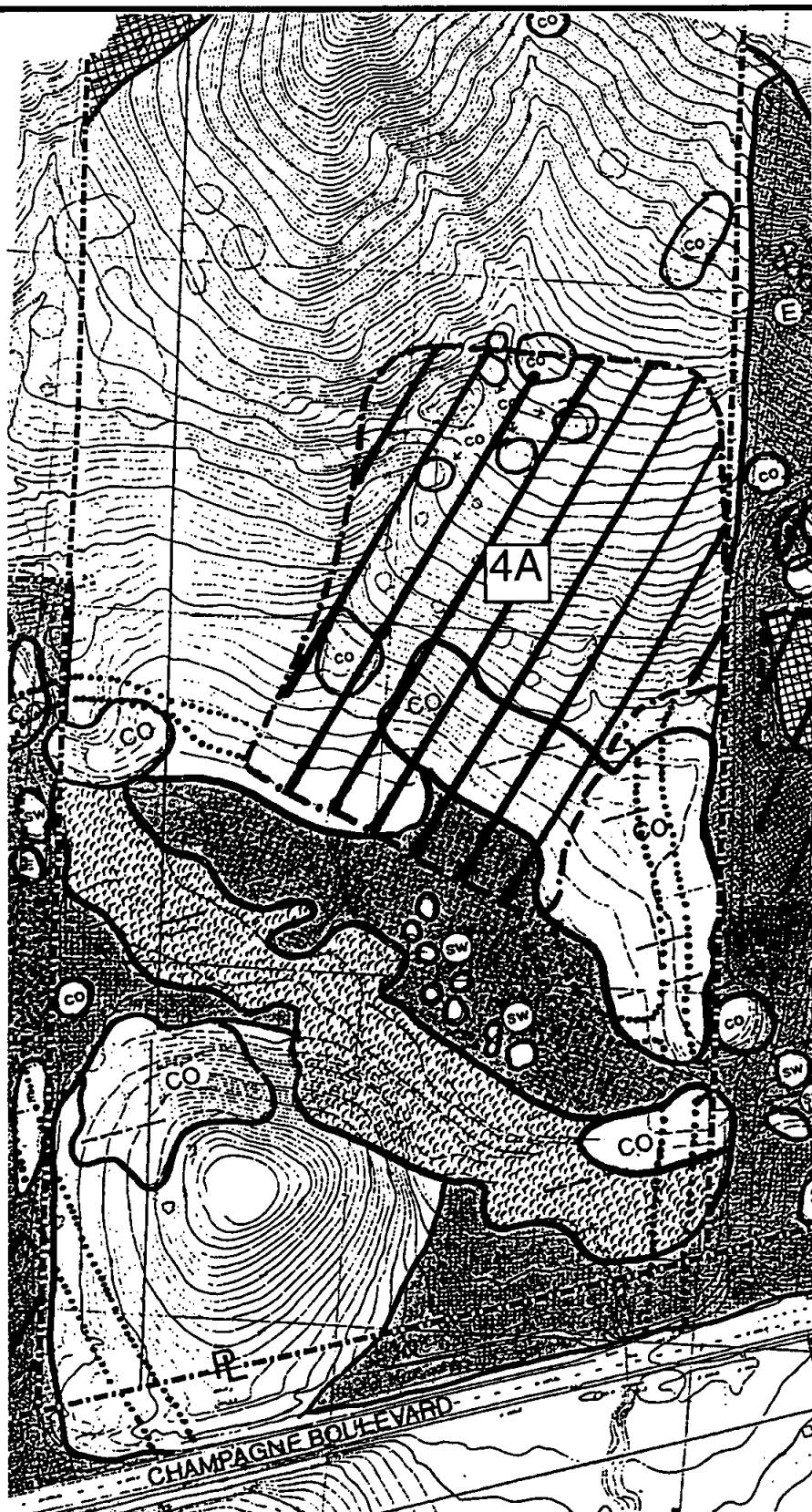
Development
Area Number



Development Area



Access Road



Biological Resources with
Sub-Area Overlay- Sub-Area 4

Figure 7C



No Scale

LEGEND



Southern Arroyo Willow
Riparian Forest



Diegan Sage Scrub



Sycamore



Southern Willow Scrub



Coast Live
Oak Woodland



Non-Native Grassland/
Disturbed



Orchard



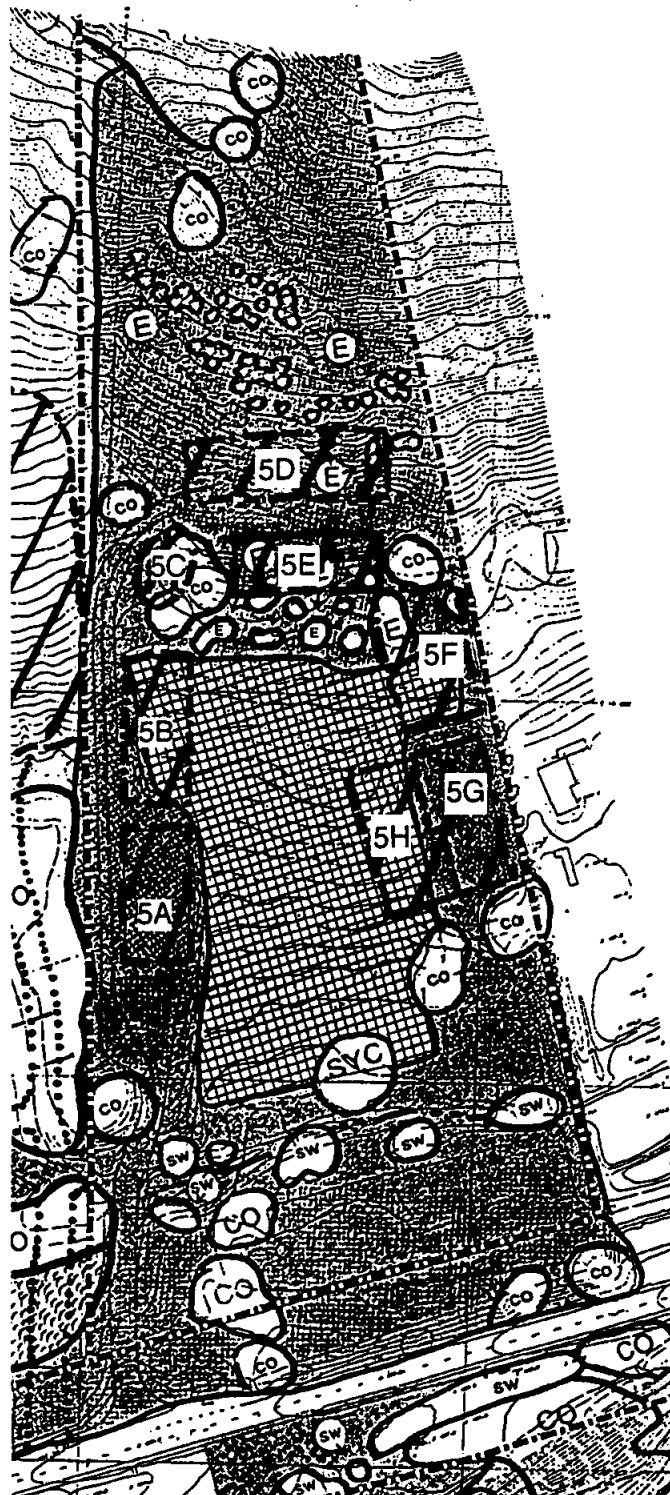
Development
Area Number



Development Area



Access Road

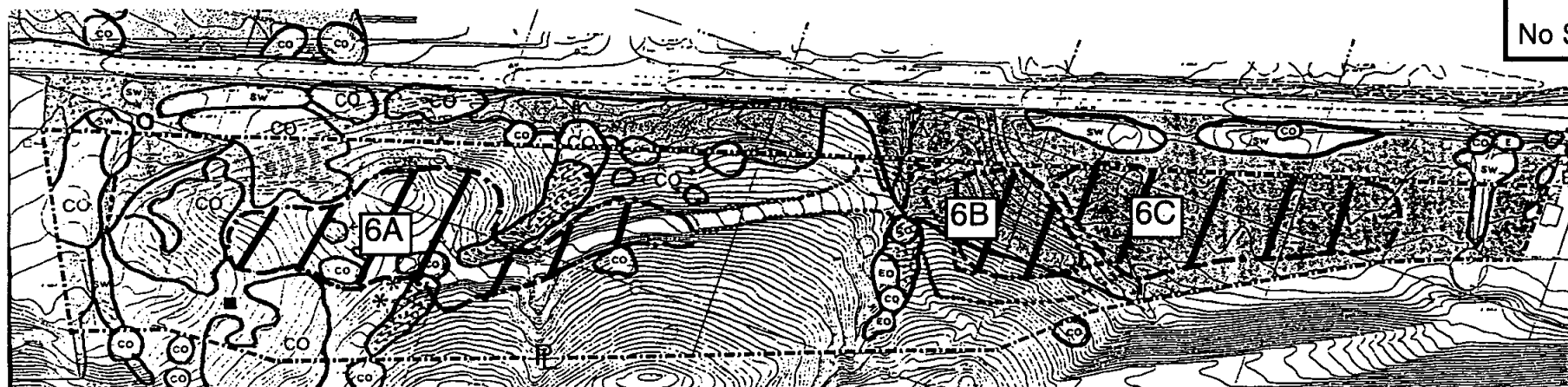


Biological Resources with
Sub-Area Overlay- Sub-Area 5

Figure 7D



No Scale



LEGEND

Vegetation



Scrub Oak Chaparral



Diegan Sage Scrub



Southern Willow Scrub



Coast Live Oak Woodland



Non-Native Grassland/
Disturbed



Eucalyptus/
Exotic trees

Sensitive Resources



Summer Holly
(*Comarostaphylis diversifolia*)



Engleman Oak
(*Quercus englemanni*)



Orangethroat
Whiptail



Development Area
Number



Development Area



Access Road

Figure
7E

Biological Resources with
Sub-Area Overlay- Sub-Area 6



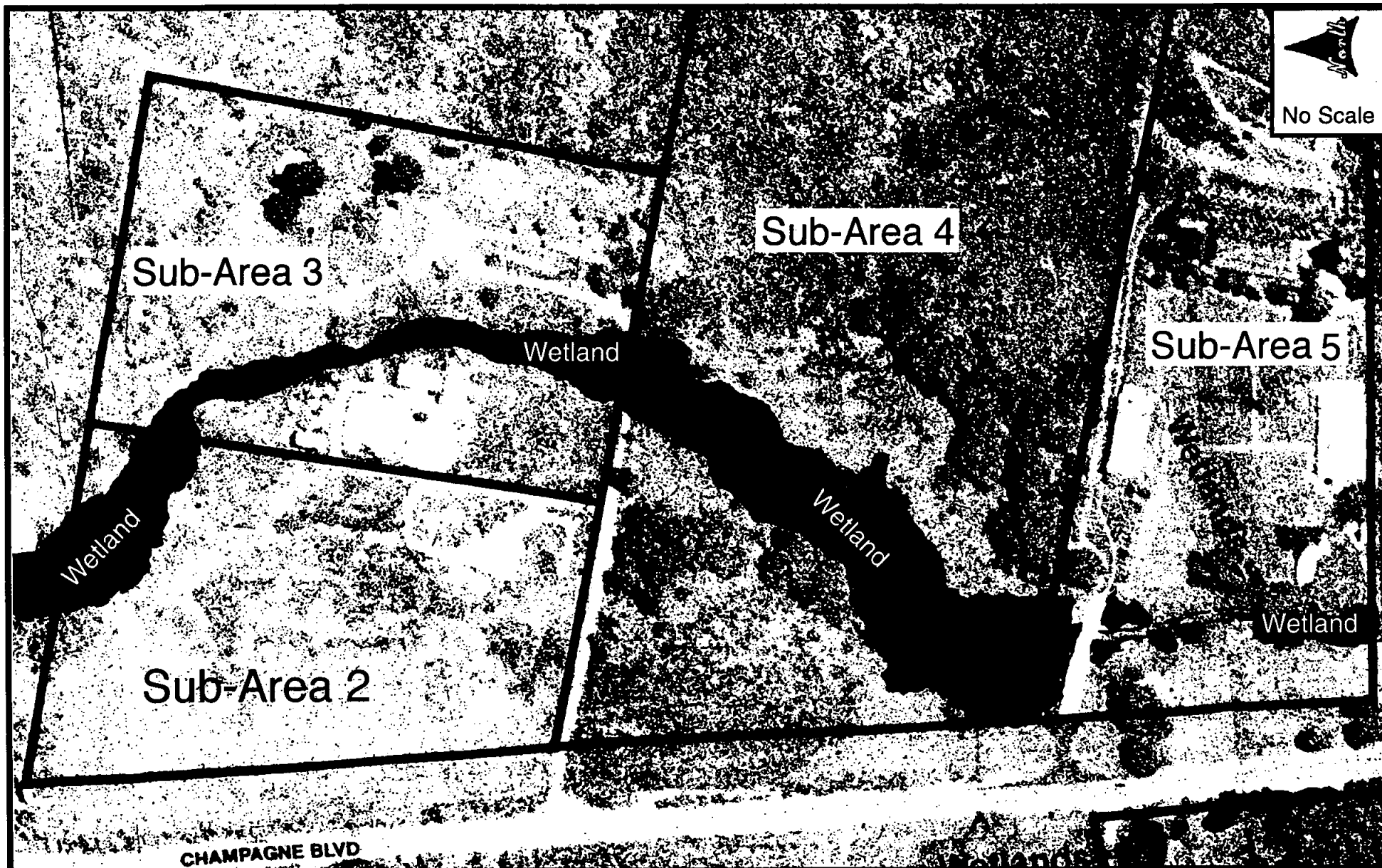


Figure
8A

Wetlands Map- Sub-Areas 2,3,4 &5





No Scale

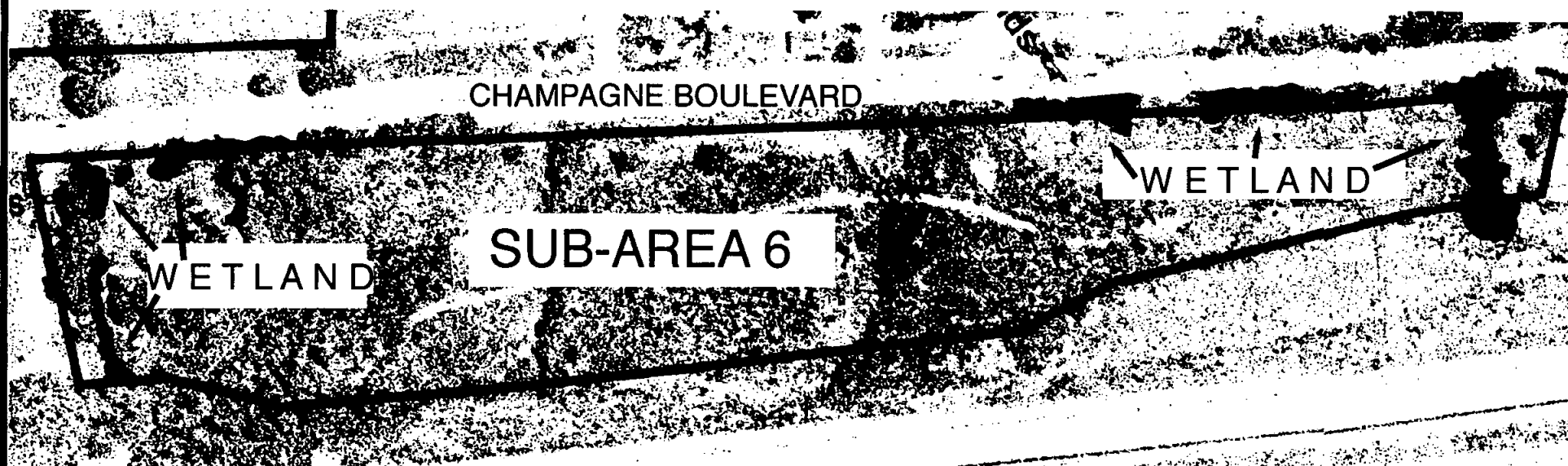
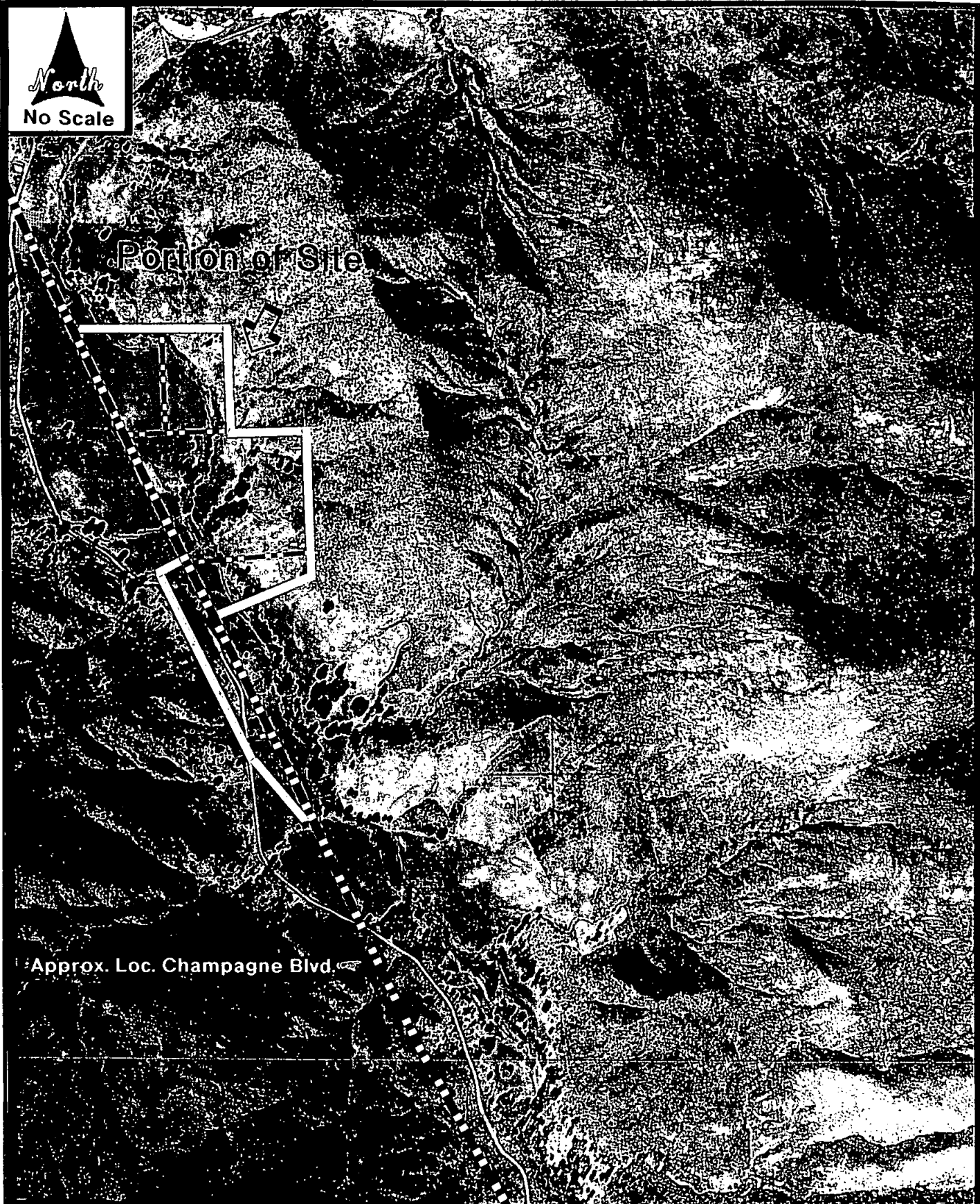


Figure
8B

Wetland Map- Sub-Area 6





Portion of Site

Approx. Loc. Champagne Blvd.

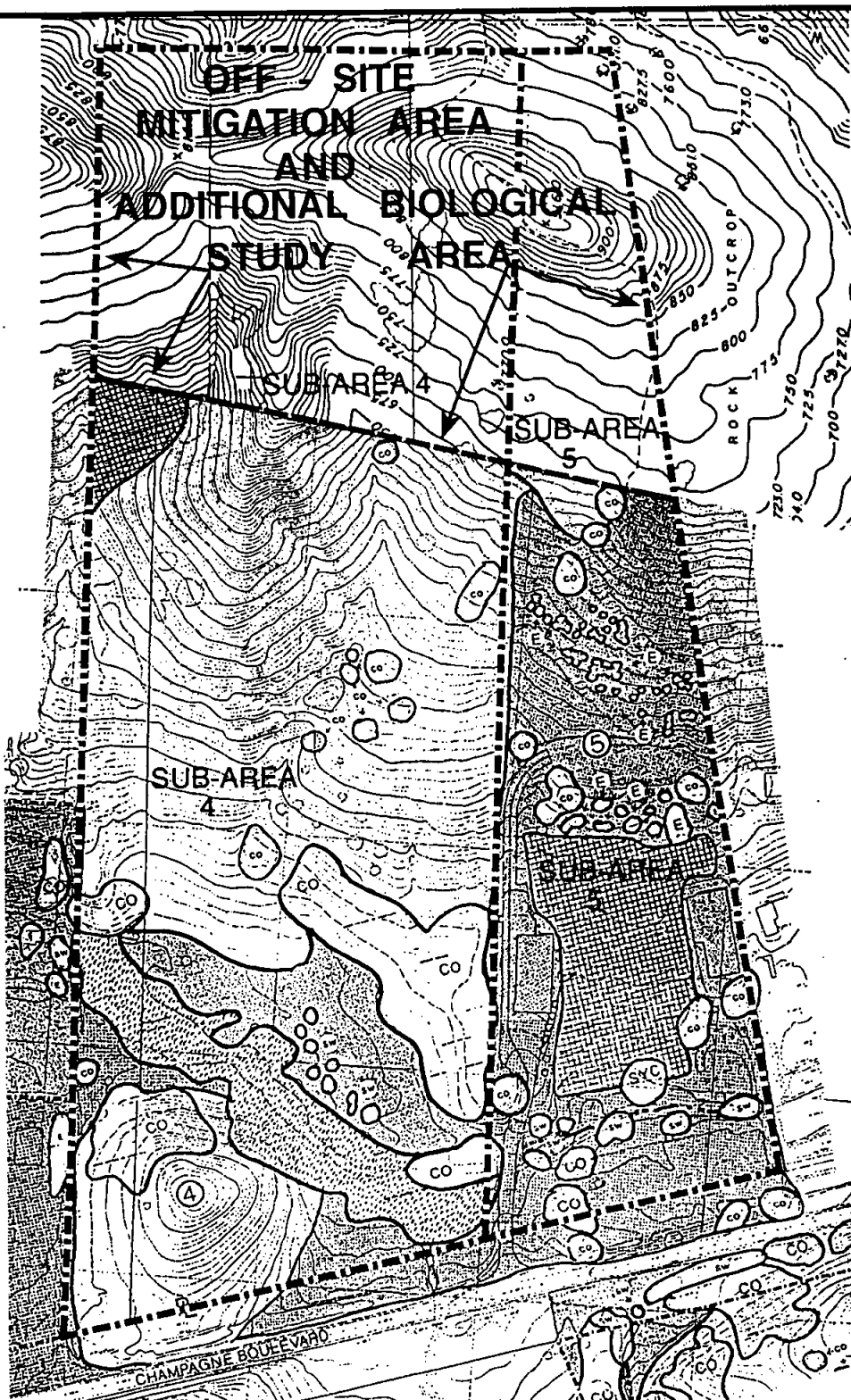


1928 County Aerial Photograph

Figure 9



No Scale



LEGEND



Orchard



Coast Live Oak Woodland



Eucalyptus/Exotic



Sub-Area Number



Southern Arroyo Willow Riparian Forest



Diegan Sage Scrub



Non-Native Grassland/Disturbed



Sycamore



Additional Biological Study Area
and Off-Site Mitigation Area

Figure 10



LEGEND

③ Sub-Area Number



Southern Arroyo Willow Riparian Forest



Diegan Sage Scrub



Flood Plain

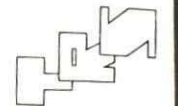


Steep Slopes



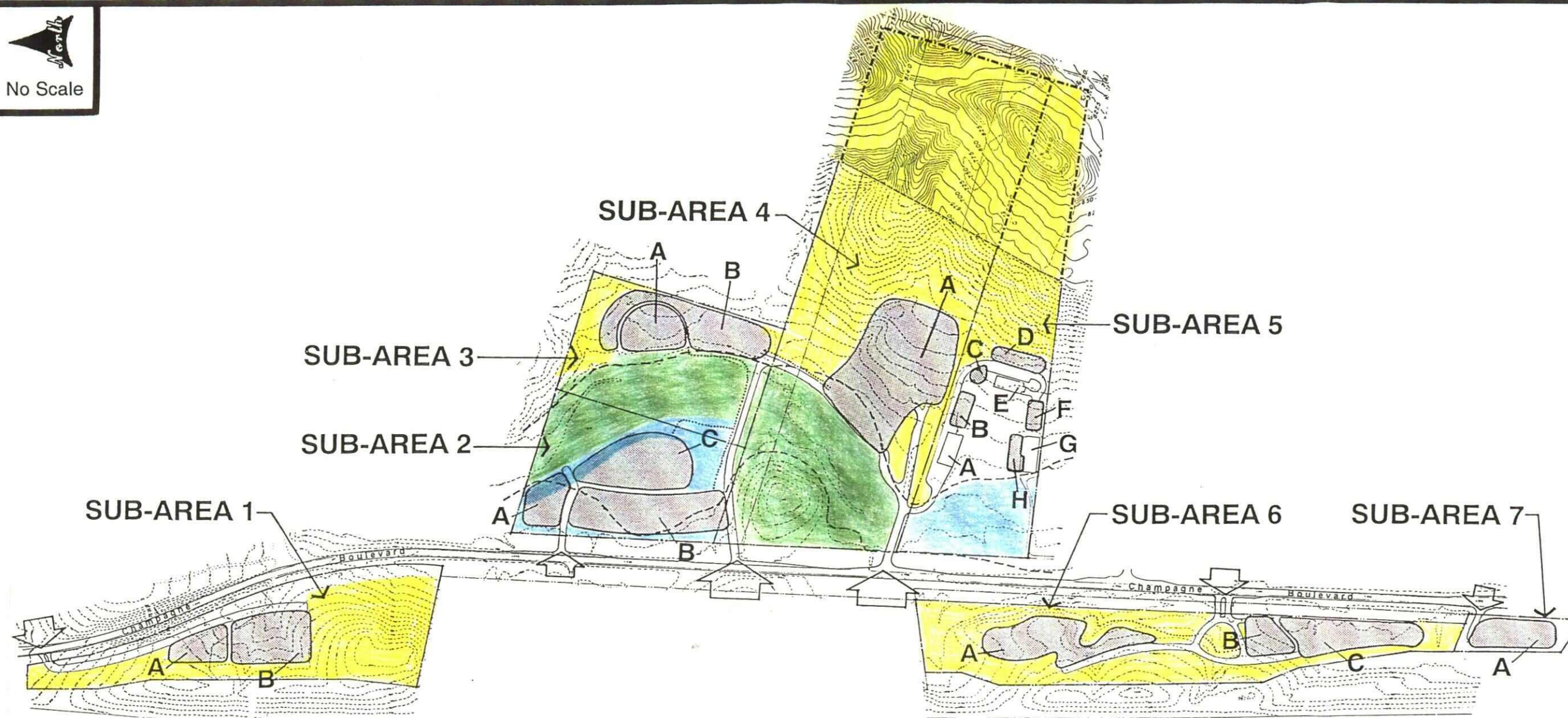
Figure 11

RPO Constraints Map





No Scale



LEGEND

SUB AREA 1

- A. GAS STATION / MINI-MART
- B. MOTEL, 2 STORIES

SUB AREA 2

- A. ADMINISTRATION / SPECIALTY RETAIL, 2 STORIES
- B. MIXED SPECIALTY RETAIL AND PARKING STRUCTURE
- C. AMPHITHEATER, 1200 SEATS

SUB AREA 3

- A. CONSERVATORY / GARDENS / SPECIALTY RETAIL
- B. SPECIALTY RETAIL, RESTAURANT / ENTERTAINMENT, 2 STORIES

SUB AREA 4

- A. HOTEL FACILITY, 3 TO 4 STORIES OVER PARKING / GUEST REGISTRATION / WELLNESS CENTER
- SURFACE PARKING

SUBAREA 5

- A. EXISTING DELI / CAR MUSEUM
- B. BED & BREAKFAST
- C. CAFE
- D. WINE CELLAR / SPECIALTY RETAIL SALES
- E. EXISTING RECEPTION HALL / WINERY
- F. PARKING STRUCTURE
- G. EXISTING WAREHOUSE
- H. WAREHOUSE EXPANSION

SUB AREA 6

- A. MOTEL, 3 STORIES
- B. SPECIALTY RETAIL
- C. RESTAURANT ROW

SUB AREA 7

- A. RESTAURANT

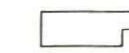
SYMBOLS



ROADWAY



FLOOD PLAIN



EXISTING STRUCTURE



PROPOSED DEVELOPMENT



VEHICLE ACCESS



FOOTPATH

OPEN SPACE LEGEND



Type I Open Space
Biological Revegetation Area



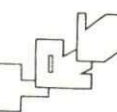
Type II Open Space
Biological Area- No Activity



Type III Open Space
Limited Uses



Roads and Existing
Use Areas



Open Space Map

Figure 12B

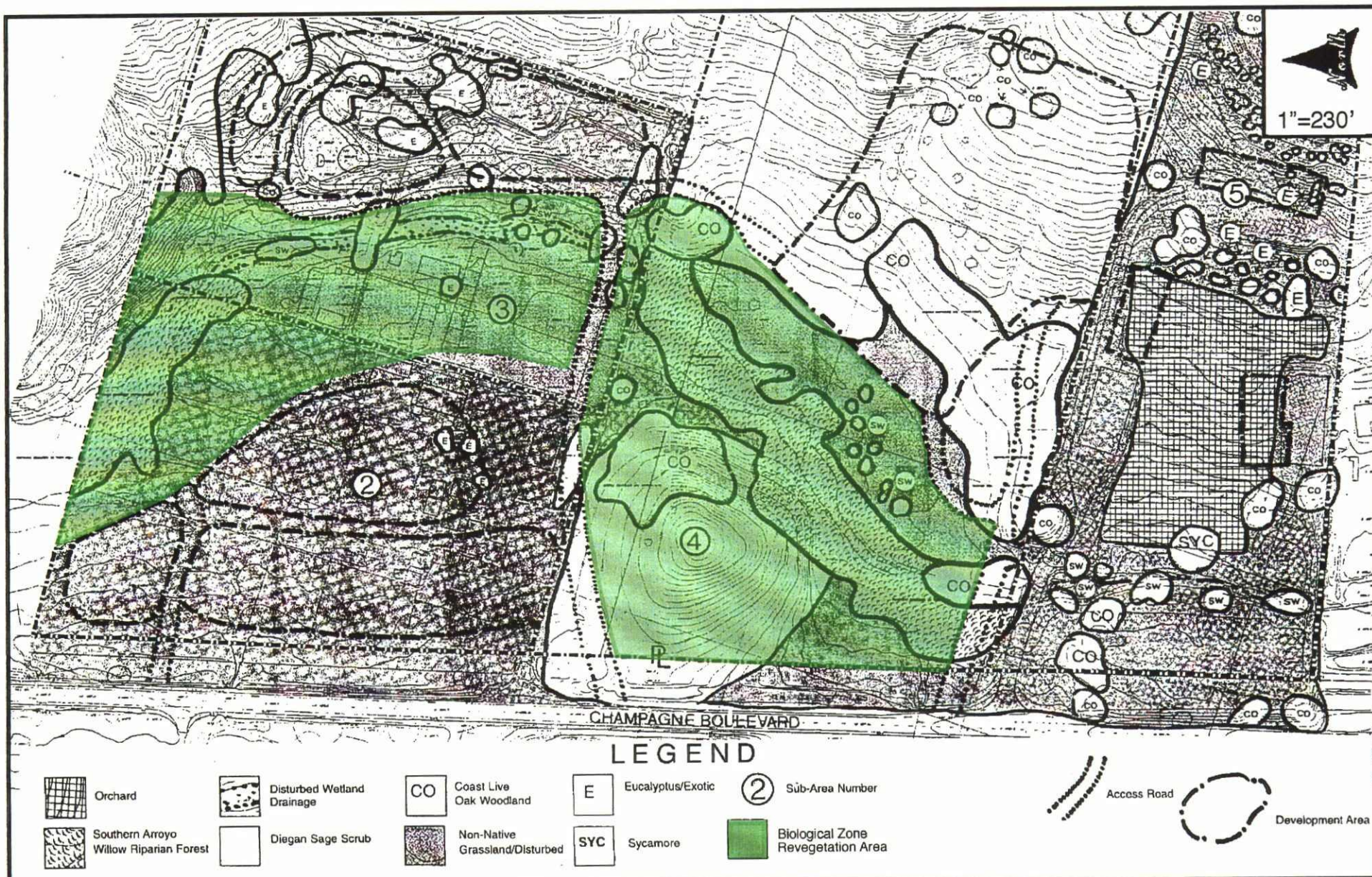


Figure
12A

Biological Revegetation Areas



Table 4A

Sub-Area Impacts to Sensitive Resources

Coast Live Oak Woodlands

Sub-area	Impacts			
	Sub-area Direct	Sub-area Indirect	Champagne Blvd. Impacts	Total/ % of Total Onsite
1	.03	.06	.57	.66/ 7.6
2	-	-	-	-
3	.19	.13	-	.32/ 3.7
4	1.48	.54	-	2.02/ 23.3
5	.04	.10	.11	.25/ 2.9
6	.17	.59	.23	.99/ 11.4
7	-	-	-	-
Total	1.91	1.42	.91	4.24/ 48.8

Diegan Sage Scrub

Sub-area	Impacts			
	Sub-area Direct	Sub-area Indirect	Champagne Blvd. Impacts	Total/ % of Total Onsite
1	1.63	-	3.18	4.81/ 14.5
2	-	-	-	-
3	.19	-	-	.19/ >1
4	4.40	-	.09	4.49/ 13.5
5	-	-	-	-
6	2.17	-	.03	2.2/ 6.6
7	-	-	-	-
Total	8.39	-	3.30	11.69/ 35.2



Table 4A
Sub-Area Impacts to
Sensitive Resources

Southern Willow Scrub

Sub-area	Impacts			
	Sub-area Direct	Sub-area Indirect	Champagne Blvd. Impacts	Total/ % of Total Onsite
1	-	-	-	
2	-	-	-	
3	-	.02	-	.02/ 2.1
4	-	.09	-	.09/ 9.3
5	-	-	-	-
6	.39	-	-	.39/ 40.2
7	-	-	-	
Total	.39	.11	-	.50/ 51.5

Southern Arroyo Willow Riparian Forest

Sub-area	Impacts			
	Sub-area Direct	Sub-area Indirect	Champagne Blvd. Impacts	Total/ % of Total Onsite
1	-	-	-	-
2	-	-	-	-
3	-	-	-	-
4	.15	.16	-	.31/ 8.9
5	-	-	-	-
6	-	-	-	-
7	-	-	-	-
Total	.15	.16		.31/ 8.9

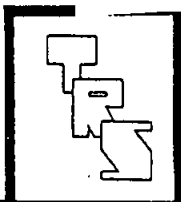


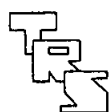
Table 4B

Summary of Impacts to Sensitive Resources

Habitat Type	Existing Acres (onsite resource)	% of Total Site	Area Impacted		Area Preserved	
			Acres	% of onsite resource	Acres	% of onsite resource
Coast Live Oak Woodland	8.68	10.20%	2.82	32.49%	5.86 ¹	67.51%
Diegan Coastal Sage Scrub	33.20	39.09%	11.69	35.21%	21.51 ²	64.79%
Southern Willow Scrub	0.97	1.14%	0.50	51.55%	0.47 ³	48.45%
Southern Arroyo Willow Riparian Forest	3.47	4.08%	0.31	8.93%	3.16	91.07%
Scrub Oak Chaparral	1.97	2.30%	0.95	48.20%	1.02	51.80%
Exotic Plantings	4.41	5.20%	0.50	11.30%	3.91	88.70%
Disturbed Grassland	32.21	37.93%	18.04	56.00%	14.17	44.00%
Totals	84.91	100%	34.81	--	50.10	--
% Total of Existing Acres (84.91)			41.0%		59.0%	

Notes:

1. Impacts to Coast Live Oak Woodland are direct impacts. The project will also impact a 50 foot buffer around the oaks over an area of approximately 1.42 acres. Mitigation for impacted trees will be at a replacement to impact ratio of 10:1.
2. Mitigation for impacts will be at a habitat preservation to impact ratio of 2.84:1. Additional Diegan Coastal Sage Scrub habitat, contiguous to and within the same ownerships as Sub-Areas 4 and 5, is proposed to be dedicated as open space. The additional property is approximately 11.36 acres and is depicted on Figure 10 as "Additional Study Area."
3. Mitigation for impacts will be at a habitat replacement to impact ratio of 3:1.
4. Figures may not total 100% due to rounding of decimals.



Source: Scheidt, 1996; TRS Consultants

B. Community Character/Visual Aesthetics

Present Setting

As mentioned previously, the Champagne Gardens Specific Plan Area is situated within three County of San Diego community planning areas: the North County Metropolitan Subregional Planning Area, the Bonsall Community Planning Area, and the Valley Center Community Planning Area. Although part of each of these communities, the 80-acre site has an identity unique in and of itself, influenced largely by its proximity to both I-15 and the Lawrence Welk and Castle Creek resorts. In keeping with the recreation/resort orientation of the area, a winery, deli and car museum currently occupy the southeastern portion of the Champagne Gardens site, acting as an attraction to area tourists. A mini-storage facility occupies most of Sub-area 7 at the southern tip of the site. Several structures occupy a now-defunct horse ranch, situated in Sub-area 2 in the northcentral part of the site and east of the road. Past use of portions of the site, including historical uses of the site for agriculture, has resulted in disruption of some of the native vegetation, and management of sections of the creek has led to degradation of the riparian habitat in certain areas.

The site presents a varied topography. Elevations on the property range from 475 feet AMSL at the northern boundary of the eastern portion of the site to a high of 750 feet in the southeast corner of the property. Areas immediately east of Champagne Boulevard, encompassing Sub-areas 2, 3, 4, and 5, rise gradually toward the eastern hills. On the eastern edge of the Specific Plan Area, steep slopes dominate the eastern portions of Sub-areas 4 and 5. A knoll in Sub-area 4 consists of significant east-facing steep slopes. The reader is referred to Figure 13, page 126, Slope Analysis. Otherwise, slopes are generally under 25 percent. The south fork of Moosa Creek flows intermittently through portions of all sub-areas east of Champagne Boulevard. The reader is referred to Figure 14, page 127, on which the floodplain has been delineated.

West of Champagne Boulevard, the terrain is somewhat more hilly. Slopes are generally under 25 percent on this side of this road, with two significant exceptions. Sub-area 1 encompasses part of a small east-west trending ridge on its north and a significant knoll on its south boundary. This knoll is partially visible from I-15. Areas of Sub-area 6 in the south of the SPA are elevated along Champagne Boulevard. Topography is largely flat to gently-sloping and consists of disturbed non-native grassland. Diegan Sage Scrub covers a gentle knoll in the middle/eastern part of the area. The southerly portion of the western project area is best characterized as rolling terrain with occasional natural drainages and oaks. This southerly area is visible to commuters on Champagne Boulevard, as well as from properties in the vicinity; however, because elevations in this area range from 60 to 100 feet below I-15 to the west, it is not visible from the highway's travel lanes.

As well as varied topography, the property exhibits extensive variation in vegetation patterns. Riparian and oak woodland is associated with the seasonal creek and other minor drainages, primarily on the east side of Champagne Boulevard. Sage scrub and chaparral occupy much of the acreage west of the road, and the southernmost area contains some southern willow scrub as well. Dispersed throughout the site are areas of non-native grassland, exhibiting extensive historic disturbance. In the area of the existing winery, a small orchard and other exotics have been introduced. Sections of the drainage have been disturbed, generally in Sub-area 5 in the southern portion of the site where the current winery use has managed the vegetation and provided a crossing of the creek in this area.

The south fork of Moosa Creek flows intermittently south to northeast through the subject site, intersecting with Moosa Canyon proper at Castle Creek. Moosa Creek takes on three visual characters in its course through the SPA: the northern portion appears as a disturbed creekbed, the central portion, as a wooded creekbed, and the southern portion as a manicured oak creekbed. In the south, the creek lies adjacent to Champagne Boulevard, with a manicured lawn ascending slightly to the existing Deer Park Winery and Deli.

Surrounding Land Use: Existing and Proposed

As characterized in the community plan language defining the land use designation of the Champagne Gardens Specific Planning Area, the immediate project area reflects the influence of both the Lawrence Welk Resort to the south and the Castle Creek Resort to the north. The site is affected by the high level of activity on I-15 and Champagne Boulevard as commuters access the proximal resorts. The substantial traffic and noise impacts of the adjacent roads incline the area toward a suburban ambience. The 286 time-share condominiums of the Lawrence Welk Resort and the 457 Champagne Village mobile homes, both to the south of the project, add to this urban quality. The 1,600-acre Hidden Meadows area, which contains 986 residences ranging from condominiums at 24 dwelling units per acre to estate lots of two to forty acres in size, lies over the ridge to the southeast of the Champagne Gardens SPA. Three golf courses (Lawrence Welk, Castle Creek, and Hidden Meadows) are all within the proximate area of Champagne Gardens. While single-family dwellings and hillside groves are scattered throughout, the overall impression of the area is characteristically resort-oriented, with generally suburban and urban levels of activity. Figure 15, Existing and Proposed Land Uses, page 128, shows the largely visitor serving commercial uses in the area. In addition, there is a distinct lack of residential usage in the area.

I-15, the primary thoroughfare serving the project vicinity, is an eight-lane freeway. Running north/south and adjoining the project site on the west, I-15 currently serves between 57,000 and 65,000 average daily trips (ADT). Interstate 15 interchanges providing local access include both the Gopher Canyon Road interchange, one-quarter mile to the north of the

Champagne Gardens site, and the Deer Springs/Mountain Meadow Road interchange, 2.8 miles to the south. Champagne Boulevard/Old Highway 395, which bisects the project site, provides the north/south frontage link between the two interchanges and presently serves 2,700 ADT south of the project site. Area roads are discussed fully in Section IV, C, Traffic/Circulation and associated Appendix B, of this report.

Visual Elements of Surrounding Neighborhoods

Existing and proposed land uses are delineated in Figure 15, page 128. Property situated east of I-15, between Deer Springs Road/Mountain Meadow Road on the south and Old Castle Road/Gopher Canyon Road on the north, can be characterized as level to gently sloping immediately on either side of Champagne Boulevard, ascending into steep, rocky slopes toward the east. Less dramatic slopes ascend toward the west directly adjacent to I-15. Viewed from the west, a substantial ridge forms the eastern backdrop of the project site, while from the east I-15 and the Merriam Mountains form the western backdrop.

To the south, some 2-story time share units are visible, but a knoll just offsite blocks views generally. The Lawrence Welk Resort and the Champagne Village mobilehome park are the predominant development features to the south of the subject site. Associated with the Lawrence Welk Resort are a golf course, time share units, a visitor-serving commercial area, a restaurant, and a performance theater, giving this area the appearance of an intensely developed and focused use.

A minor east-west ridge blocks views north, except from Sub-area 1. To the north of the subject site, associated with the Castle Creek Resort, are a golf course, club house, and resort condominiums. Although appearing less intensely developed than Lawrence Welk, the attached-unit condominiums in this area are typical of an urban resort setting.

To the west of the site, the I-15 travel lanes loom like great benches 50 feet to 90 feet above the site. The steep eastern slopes of the Merriam Mountains are visible to the west of I-15, while the eastern limits of the site are defined by the steep western slopes of the Rimrock Development and the Hidden Meadows area. Few, if any, homes west of I-15 can visibly access the Champagne Gardens property. However, a small number of large estate homes located in Rimrock and perched on the edge of the eastern ridge can look down toward the site.

Regionally, Champagne Gardens is near the southern end of the Merriam Mountains. The surrounding region is characterized by rural and some higher density development in widely disbursed pockets.

Photo Montages

A series of photo-montages was taken both looking toward the site and looking from the site toward the surrounding neighborhood. Photographs of the site and project vicinity are included as Figures 17A through 17G, pages 131-143, and are preceded by a locational index map identified as Figure 16, page 129. Vicinity photographs taken of surrounding uses assist in establishing the contextual visual character of the area. (Figures 19A-C, page 147-151 and Index, Figure 18, page 145).

Site Photo 1 (Figure 17A, page 131)

This panorama was taken from the shoulder of the northbound lanes of I-15, looking across the "not-a-part" parcel toward the entire eastern portion of the site. The onsite Deer Park Winery (to the right) indicates Sub-area 5, while the abandoned Rawlings Ranch farmhouse (to the left) occupies the area of Sub-areas 2 and 3.

Site Photo 2 (Figure 17B, page 133)

This panorama was taken from Old Highway 395 looking west toward the northern part of Sub-area 1. The long narrow neck of the property is visible on the right. Toward the right of the photo, the top of a truck can be seen traveling north on I-15. Several Coast Live Oaks are visible along the roadway in the upper photo.

Site Photo 2 A (Figure 17C, page 135)

This is a panorama of the southern part of Sub-area 1. The knoll on its southern boundary is visible in the center of the top photo section. The east-west ridge which generally blocks views on- and offsite is seen in the lower section. Champagne Boulevard is seen transecting the ridge, while offsite residences are seen on the far right.

Site Photo 3 (Figure 17D, page 137)

This panorama is taken from the southwest corner of the defunct Rawlings Ranch at Champagne Boulevard looking east. Sub-areas 2 and 3 are visible in the upper photo section and a portion of Sub-area 4 is seen in the lower section. The farmhouse and various abandoned out buildings are seen in the upper photo section. The knoll on the right is one of the most prominent features of the site.

Site Photo 4 (Figure 17E, page 139)

This panorama is taken from Champagne Boulevard looking west toward Sub-area 6. Several stands of Coast Live Oak are visible along the road and on the slopes. The extreme eastern edge of I-15 marks the abrupt transition between nearby disturbed grasslands and the Merriam Mountains on the other side of the freeway. Note a residence on the high slopes of these mountains.

Site Photo 5 (Figure 17F, page 141)

This panorama is taken from Champagne Boulevard looking east toward Sub-area 5. The entrance road to Deer Park Winery dominates the photo. A manicured section of the south fork of Moosa Creek is seen right of the bridge.

Site Photo 6 (Figure 17G, page 143)

This panorama is taken from Champagne Boulevard looking east toward Sub-area 4 in the east central part of the site. The knoll in the northwest corner of the sub-area is seen on the left. Willow Riparian areas, visible as stands of trees, mark the course of Moosa Creek, South Fork.

Vicinity Photographs

Several photographs were taken of the vicinity around the project site to provide a sense of the architectural style of existing improvements. The vicinity photo numbers are referenced on the vicinity photo index, Figure 18, page 145. The photos are presented in Figures 19A-C, pages 147-151.

Vicinity Photo 1 (Figure 19A, page 147)

This photograph was taken from Champagne Boulevard looking north toward the Champagne Village Mobilehome Park on the hills to the right, with I-15 visible in the background to the left. Sub-area 1 is approximately 1 mile distant on the left.

Vicinity Photos 2 and 3 (Figure 19A, page 147)

Taken within the Lawrence Welk Resort, this is a view of the Welk timeshare condominiums.

Vicinity Photo 4 (Figure 19A, page 147)

Also within the Lawrence Welk Resort, this shows shops in the commercial center shops. Buildings lack mass and structural elements are masked by landscaping, flags, and sculpture.

Vicinity Photo 5 (Figure 19B, page 149)

This photo is of the Lawrence Welk Theater within the resort.

Vicinity Photo 6 (Figure 19B, page 149)

The restaurant within the Lawrence Welk Resort is in the foreground, while the Champagne Village Mobilehome Park lies in the background.

Vicinity Photo 7 (Figure 19B, page 149)

This photo of the Lawrence Welk Resort restaurant and conference facilities shows I-15 in the background. Note the predominant theme of tile roofs and mature landscaping.

Vicinity Photo 8 (Figure 19B, page 149)

Taken from Circle R Drive, this picture shows Castle Creek Resort golf course north of the Champagne Gardens SPA.

Vicinity Photo 19 (Figure 19C, page 151)

Same as No. 8, above, with condos in background.

Vicinity Photo 10 (Figure 19C, page 151)

This photograph portrays the Castle Creek Resort clubhouse.

Vicinity Photo 11 (Figure 19C, page 151)

Looking south on Champagne Boulevard, the Rawlings Ranch appears at the immediate left and the "not-a-part" parcel at the immediate right.

Viewshed

The viewshed map shows the areas from which the site is visible. The viewshed is shown on Figure 20, page 153, on which the cross-hatching represents the area from which any portion of the onsite development could be seen from offsite, where offsite development can or does occur.

As shown, the viewshed is a contained area. Visual perspectives from the viewshed are focused toward the centrally-located subject site mainly by the surrounding slopes and secondarily by the development and vegetation to the south. The largest viewshed area is to the south and west with distant views of the site from the Merriam Mountains across I-15. With the exception of the detached area to the southeast, all viewsheds are within 1 mile of the site.

Views from I-15

Portions of the SPA are visible from both directions of I-15. With the exception of Sub-area 1, the area west of Champagne Boulevard is only visible from the No. 4 lane and the shoulder of the northbound lane of I-15. Site Photo 4, Figure 17E, page 139, shows the edge of the freeway above Sub-area 6. Sub-area 1 has a prominent knoll at its southerly boundary which is visible from all travel lanes of I-15 in both directions. The area may also be visible from Castle Creek Resort and areas north and east of the project.

Eastern areas are more clearly visible from the freeway because the land is more open and these areas are setback from the freeway. These views are more distant than the western areas, and there visual impacts are somewhat diminished.

Land Use Designations and Zoning

Each of the community plans of which the Champagne Gardens site is a part designate the project site as (21) Specific Plan Area, stipulating no residential density and requiring approval of a Specific Plan to effect development. Zoning on the site is currently S-90 for Sub-areas 1-6, and RR-5 for Sub-area 7. The project site is situated within the regional land use category specified as Estate Development Area (EDA). Entirely surrounding the site is land, also within the EDA, which is designated (17) Estate (a slope-dependent category specifying one dwelling unit per 2 or 4 acres). A "pocket" of (13) General Commercial exists within the Castle Creek area, and (18) Multiple Rural residential exists to the far east and far northeast. The reader is referred to Figure 5, page 37, designating the site location on the respective Community Plans.

Height designators will be used to regulate the visual impact of specific plan areas. Zoning Box, Figure 4A, page 31 delineates proposed area height designators. Height Designator G (2-story, 35 feet) is proposed for all Specific Plan areas except the following:

Sub-area and Use	Designator
2B (parking struct)	J (40 ft., 3 floors)
3A (conservatory)	M (45 ft., multiple floors)
4A (hotel)	R (60 ft.+, requires MUP)
6A (motel)	J (40 ft, 3 floors)

Figure 4F, page 36, summarizes all height designators for the project.

General Plan/Regional and Sub-Regional Plans

General Plan

Five elements of the General Plan touch upon issues relevant to the project: Circulation, Land Use, Open Space, Public Facilities, and Scenic Highway.

1. Circulation Element

Goal 1: Provide for the safe and convenient use of the bicycles throughout San Diego County for recreation and as a viable alternative to the automobile.

Project Conformance: The project will provide bicycle lanes along Champagne Boulevard as a part of the road improvement program required for the project. Bicycle lanes will be available on interior roads.

2. Land Use

Goal 2.6: Ensure preservation of contiguous regionally significant open space corridors.

Project Conformance: The project preserves significant contiguous areas in open space and enhances major corridors running north-south and east-west on the site.

3. Open Space

Policy 2: Conserve scarce natural resources and lands needed for vital natural processes and the managed protection of resources.

- (1) Encourage the conservation of the habitats of rare or endangered plants and wildlife.
- (2) Encourage the conservation of area with sensitive plant life or irreplaceable, high quality plant and animal communities.

Project Conformance: The project preserves significant area of sensitive habitat large areas of the site will be set aside in open space.

4. Public Facilities

Goal: Sufficient public facilities of all types available concurrent with need to serve County residents.

Project Conformance: All public services needed to serve the project are or will be in place prior to completion of any portion of the project. Public service agencies have indicated their ability to serve the project. (See Public Service Letters Appendix F)

5. Scenic Highways

Objective 2: protect and enhance scenic resources within designated scenic highway corridors.

Project Conformance: An extensive open space program has been adopted to disburse visual impacts. Project design will locate structures behind natural features such as live oaks. All project components will be subject to review by the I-15 Corridor Scenic Preservation Review Committee.

Community Plans: North County Metropolitan Subregional Plan, Bonsall Community Plan, and Valley Center Community Plan

Portions of the Champagne Gardens property are located within each of the North County Metropolitan Subregional Planning Area, the Bonsall Community Planning Area, and the Valley Center Community Planning Area. Each of these areas has a plan text which describes goals and recommends action policies intended to assure preservation of the desired community identity. Additionally, the property is located within the I-15 Viewshed Corridor Study Area, for which no specific text has been created, but for which land uses were studied as a functional whole.

The text of the Land Use Sections of each of these Community/Subregional Plans contains identical language for the Champagne Gardens (previously called Champagne Boulevard) Specific Plan Area (SPA) which addresses the objects of the SPA as follows:

“The objective of this SPA is to accommodate visitor-serving commercial uses, similar in nature and complimentary to those found in the Lawrence Welk Country Club Village and the Circle R [currently Castle Creek] Resort development. It is specifically intended that no residences be allowed, other than those already existing; that slopes in excess of 25 percent be left in their natural state; that all development be phased with the availability of adequate public services and facilities; and that sensitive environmental resources, including American Indian sites, be preserved.”

The community plan texts are essentially the documents responsible for setting the tone of the character for the planning areas. Because the above specification for the Champagne Gardens Specific Planning Area is found in all three of the Community Plan texts of which the property is a part, it is considered to provide the quality of setting and land use desired by each community for the subject property. As mentioned above, the property also lies within the I-15 viewshed corridor and is subject to the design review guidelines established in conjunction with the corridor.

I-15 Corridor Scenic Preservation Guidelines

The I-15 Corridor Scenic Preservation Guidelines were developed as an outgrowth of the citizen's panel initiated to study the I-15 viewshed corridor extending from the northern limits of the City of Escondido to the Riverside County Line. The following criterion, extracted from the *I-15 Corridor Scenic Preservation Guidelines*, are examples of those which are specifically pertinent to the Champagne Gardens Specific Planning Area at the specific plan level of implementation. It should be noted that individual projects (such as Major Use Permits and/or Site Plans) implementing the Specific Plan will be required to address all of the Guidelines pertinent to each specific development proposal. The standards addressed at the Specific Plan level of design are those which incorporate overall site and project design parameters.

I. Site Design

A. Site Planning Standards

1. Individual projects shall reinforce the character of the sites, the attributes of adjacent projects and preserve the viewsheds, natural topographic features, and natural watercourses.

B. Parking and Circulation Design Standards

1. Project entries shall provide for safe and efficient circulation.
 - a. Project entries and the transition from major circulation routes into the project interior shall be accomplished through the use of landforms, open space, landscape plantings and architectural elements (i.e., wall, signs).
 - b. The number of driveway entrances into parking areas from public streets shall be minimized. Use of common elements for parking and circulation systems integrated between properties shall be encouraged.

C. Site Lighting Standards

1. Site lighting shall minimize emission of light rays into both the night sky and neighborhood properties, especially as it pertains to Mt. Palomar Observatory.
 - a. Site lighting shall be limited to that necessary for security, safety and identification and shall be integrated with project landscape design.
 - b. Excessive building or site lighting for decorative purposes shall be discouraged.
2. Site lighting plans that conflict with the character of the community shall be discouraged.

D. Landscape Design Standards

1. Project boundary landscaping shall complement adjacent landforms and plant materials.
2. Landscape plans shall utilize native and drought-tolerant plants where possible, per the plant list provided by County staff.
3. Trees and plantings adjacent to pedestrian paths and within parking areas shall be selected to enhance the human scale.
4. Common open spaces and recreational areas shall be linked by pedestrian pathways to individual lots.

5. Major stands of native trees shall be preserved.

E. Public Utilities and Safety Standards

1. New development projects shall be phased with the provision of adequate fire protection services.
2. Utilities shall be placed underground (electrical, telephone, cable, etc.) where practical.

F. Development Standards for Steep Topography and Natural Features

1. Extensive grading of slope areas within viewsheds will be minimized.
 - a. Revegetation and erosion control shall be provided in all newly graded areas.
 - b. Grading during the wet seasons (November to March) shall be discouraged.
2. Hillside development shall be integrated with existing topography and landforms. Areas of steep topography, tree stands, hillside agricultural activity and rock outcroppings shall be respected and preserved.
3. The arrangement of building sites to optimize and retain significant viewsheds shall be encouraged.
4. The visual quality shall be maximized and the erosion potential shall be minimized by planting native and naturalized plants, especially in disturbed areas adjacent to upgraded hillsides and watercourses.
5. Natural watercourses shall be protected and existing watershed and groundwater resources shall be conserved.

II. Architectural Design

- A. Building forms, materials and colors shall complement adjacent topography, landscape and buildings in the area.
- B. Building forms shall be of appropriate scale, provide visual interest, avoid block-like configurations and, where feasible, be integrated into the existing topography.

1. Building forms shall be scaled to step up and away from primary circulation routes and from each other; parallel and continuous building facades and paved surfaces shall be avoided where possible.

C. Signage shall not adversely impact the environmental and visual quality of the area.

Project conformance

Champagne Gardens will preserve to the maximum extent possible the 100-year floodplain area of the South Fork of Moosa Creek. Structures planned for the floodplain include a parking area, amphitheater, parking structure, crossings, and walkways. All disturbed areas will be revegetated, and the floodplain will not be altered by project implementation.

As such, the proposed project will avoid a strip commercial appearance. This can be achieved through the use of access drives that allow for a broad natural buffer between use areas and Champagne Boulevard, with the retention to the greatest extent possible of natural features, such as oaks and riparian that can serve to screen buildings from the road, and through the use of building designs that create thematic unity within sub-areas and avoid generic siting. The project will avoid a strip commercial character.

Impacts of the Project

Standards of Significance

1. If the character of the project is not compatible with the existing vicinity uses by virtue of its density, intensity, scale, scope, or use.
2. If visual impacts are obvious upon casual observation.
3. If visual impacts are clear from an extensive viewshed.

Community Character

The project would not have significant impacts on community character in the area. The SPA is designated as a visitor serving commercial area in all three relevant community plans. The Specific Plan texts identify maximum intensity land use allowed on the property, as well as architectural and landscaping design constraints, ensuring that both the project design and the future elaboration of the design will be in harmony with other area uses. As such, the proposed project maintains the resort-orientation of neighboring uses. The project design is also in conformance with standards and guidelines for design sensitivity set out in the I-15 Corridor Design Review Guidelines. The site is in a location that is geographically isolated,

and restricted in extent, thereby limiting the influence of more rural areas and scattered residences located across the freeway or on the mountain crests east of the project.

Visual Aesthetics

The project would have significant impacts on visual aesthetics, impacts which would require mitigation at the implementation phase (Major Use Permit/Site Plan) of project development.

While certain uses are discussed in this Draft EIR relative to each sub-area, it should be noted that these are maximum intensity uses and described as such herein in order to create a "worst case scenario" approach to evaluation of impacts. Understanding this context, the Champagne Gardens Specific Plan would allow the following maximal uses, by sub-area:

SUB-AREA	SUB-AREA 1	SUB-AREAS 2 AND 3	SUB-AREA 4	SUB-AREA 5	SUB-AREAS 6 AND 7
Max. Uses	Gas station Mini-market 40-unit Hotel	Amphitheater Specialty Retail Food; Restaurant Entertainment Conservatory/ Gardens Parking Structure Administration	250 Suite Hotel/ Time Shares with Conference Center and Health Spa Administration Parking	Deli Car Museum 20-Unit Bed/ Breakfast Cafe Wine Cellar Specialty Retail Reception Hall Warehouse Expansion	60-Unit Hotel Food Fair Specialty Retail Restaurant

The photo montages discussed above are reviewed here in terms of the visual impacts a viewer may reasonable expect to find in the area.

Site Photo 1 (Figure 17A, page 131)

This core of the Champagne Gardens project would be visible from this vantage. Four additional structures would be seen arrayed around the existing winery. The underground wine cellar planned for this area would be out of sight behind the winery. The hotel/time share would be clearly visible against the hillside approximately above the dark vegetation above the "Champagne Boulevard" labeling. It would appear approximately twice as high as the existing winery. Much of the dark vegetation in this area would be retained, thereby obscuring some parking areas and the lower floors of the hotel. A major entrance to the project would be visible just to the left of the existing Deer Park Winery entrance. The existing entrance would be removed. The conservatory and specialty retail/theater structure would be visible site on the site of the abandoned farmhouse. The

proposed parking structure would not be visible. The knoll in the center of the photo, to the right of the "Farmhouse" labeling, would remain undisturbed. The foreground, part of the area withdrawn from the Champagne Gardens project, would remain as seen.

Site Photo 2 (Figure 17B, page 133)

The access road to the site would be seen elevated above the roadway on the right. A revegetated cut bank would be seen across parts of the upper and lower photos. A gas station sign would be clearly visible at approximately the match line. Above and behind the trees left of the match line, the roof and upper floor of the motel would be visible. Access to the site would be seen just beyond the right edge of the photo.

Site Photo 2a (Figure 17C, page 135)

The major use area of Sub-area 1 would be visible. The motel and gas station sign would be visible in the lower photo, center. Some graded banks would replace the current dirt road access point seen here. Some clearing along the road may extend views onto the site in the top photo section. It is expected that this area will be impacted by road widening which removes some of the trees shown in the upper left of the photo. The edge of the motel may be visible the match line of the photo.

Site Photo 3 (Figure 17D, page 137)

The lower photo section captures a major entrance to the site, just north of the prominent knoll in Sub-area 4. The road would be seen to follow the present dirt road toward the hotel, which would be hidden by the knoll to the right. The parking structure would fill the view in the upper photo section.

Site Photo 4 (Figure 17E, page 139)

A motel (2 stories over parking) would occupy the area beyond the trees in the lower section. In the upper photo section, the same structure would run behind the Live Oak in the foreground. The main entrance to Sub-area 6 would be visible in the vicinity of the trees seen along Champagne Boulevard in the left of the photo. The roof of a specialty retail and restaurant area would be partially visible behind and above these trees. Some of these trees may be removed as a result of the road widening.

Site Photo 5 (Figure 17F, page 141)

This entrance would no longer be seen. The main entrance to the SPA would be placed just out of the upper photo on the left. As in the present photo, uses beyond the road would be obscured by vegetation.

Site Photo 6 (Figure 17G, page 143)

A parking area beyond the knoll would be obscured by existing trees. The hotel would be visible beyond the trees to the right of the knoll while the main entry would be seen in the lower photo section. Existing and planned landscaping would obscure views of buildings beyond the entrance.

Impacts on Viewshed Area

Impacts are significant. Specific impacts are difficult to assess due to the lack of individual building designs associated with the project. It is anticipated, however, that the Lawrence Welk Resort, which is visible in its entirety from some, if not all, travel lanes of I-15 is what the project will resemble in terms of visual character from this viewing perspective.

As discussed above, views of the Champagne Gardens site are fairly restricted due to topographic and vegetation constraints and the proximity of I-15.

Impacts of Specific Sub-areas

Sub-area 1

Impacts are significant. Specific concern about impacts to Sub-area 1 have been addressed through development of cross sections showing the elevation of proposed development pads relative to planned and existing landforms. As seen in Figure 21, pages 154-155, Cross Section A, the proposed gas station remains below surrounding berms when viewed from the west. From Cross Sections B and C, it is clear the mini mart and most of the 40-unit motel would not be visible from Champagne Boulevard due to elevation differences. These sections also show the relationship between I-15 and the proposed use. A photo analysis of the potential impacts of the sub-area was conducted in December 1996 (See Appendix H of the separate technical volume). As expected from both the cross sections and the photo analysis, the gas station canopy, sign and some portion of the motel will be visible from the I-15 corridor. Impacts to views from Castle Creek are significant. From housing areas along Castle Creek Road, the developed area would be visible against a hillside. The impacts are diminished by the distance of the project area from Castle Creek residences.

To provide a more complete understanding of visual impacts, conceptual renderings of selected project features are presented here. Figure 22, page 156, is an index to the conceptual cross-sections discussed below. Specific sub-area uses are also discussed below.

Sub-area 2B (Parking Structure)

Impacts are significant. A conceptual view shows the planned number of floors and the structure's relationship to existing topography. Visual impacts would be significant, given the mass and defined horizontal linear appearance of structures of this type. Parking will be provided on three floors and the roof. The berm shown along Champagne Boulevard west of the structure will obscure lower floors. (Figure 23A, page 157). The height designator for this structure is J, 40 feet maximum height and 3 stories. Visual impacts would be significant, given the mass and strident horizontal linear appearance of structures of this type.

Sub-area 2C (Amphitheater)

Visual impacts are not significant. The conceptual view (Figure 23B, page 158) shows the audience facing east and the stage facing west. Sound will be projected to the northwest. Note the stage area is at ground level, allowing the bowl-shape of the amphitheater to cushion and absorb sound. Views would be obscured by the parking structure.

Sub-area 3A (Conservatory)

The conceptual view (Figure 23C, page 159) shows a cross section of the conservatory. This steel and glass structure will accommodate an extensive horticultural collection. The structure is envisioned as a series of large, open chambers, hence the height designation M, maximum height of 45 feet. Although any number of stories is allowed with this designation, one story is planned. Its visual impact is significant due to scale and design.

Sub-area 4A (Hotel/Time Share)

Visual impacts are significant. The conceptual suite hotel is shown in side cross section, Figure 23D, page 160. The height designator is R, 60 feet or greater with Major Use Permit. The design locates a parking level below ground. Because of the initial elevation of the structure, proposed at between 490 and 540 feet AMSL, and the number of stories, the visual impact is significant.

Sub-area 5 (Wine Cellar)

This cross section (Figure 23E, page 161) shows the underground wine cellar. This structure will be cut into the hillside, and it will be located behind an existing building, therefore its visual impact will not be significant.

Sub-area 6

Impacts are not significant. Sub-area 6 is located significantly below the highway and will not impact views of the valley. Champagne Boulevard will be impacted with the introduction of a motel which will replace open fields, and by the its widening, which will result in the removal of some trees.

Sub-area 7

Impacts are not significant. The replacement of a storage facility with a restaurant complex will not have a significantly greater visual impact.

Visual Impacts of Lighting

Impacts are not significant. The project is planned as a visitor-serving commercial project with evening and night lighting. A lighting plan, a mandatory requirement of each Major Use Permit implementing the Champagne Gardens Specific Plan, will address light pollution issues on a use-specific basis, insuring minimization of unnecessary light pollution. In this way, interference with operations of the Mount Palomar Observatory will be addressed, abated, and mitigated at an implementation level. Site lighting guidelines, including project conformance with County Zoning Ordinance Sections 6322 through 6326, and County Ordinance 7155 (Light Pollution Ordinance) incorporated into the Specific Plan text, will ensure that site lighting complement the character of the area.

Relevant Land Use Policies

Impacts are significant. The Champagne Gardens Specific Plan and zone reclassification is subject to various policies of the County of San Diego General Plan, the North County Metropolitan Subregional Plan, the Bonsall Community Plan, the Valley Center Community Plan, and the I-15 Scenic Corridor Preservation Guidelines as noted in *Present Setting*, above. The project is in conformance with General Plan and the Subregional Plan and impacts are not significant. Impacts to the scenic corridor are significant.

Mitigation Measures

Significance of Project Impacts

Community character impacts are not significant; no mitigation is called for.

Visual impacts are significant but mitigable. The following mitigation is required to reduce visual impacts to below a level of significance in accordance with CEQA:

Sub-area 1

1. To mitigate for visual impacts, of structures, and to the viewshed a landscaping plan shall be prepared for the site uses at the Major Use Permit/Site Plan stage of the development process. The plan shall mitigate visual impacts by providing screening of structure, breaking up lines and large wall surfaces.
2. A landscape monitoring plan shall be required at the implementing stage of the development process to ensure that the landscaping develops to maturity.
3. Grading shall be minimized to the extent feasible. The overall intent of the site grading program will be to visually integrate the site uses with the natural terrain. Where steeper manufactured slopes must be utilized, such slopes shall be revegetated in native, drought-tolerant species which result in the visual effect of continuation of native vegetation. Contour grading and other grading techniques shall be employed where applicable to minimize the visual impact of project grading.
4. All applicable architectural and landscaping criteria outlined in the Champagne Gardens Specific Plan text will be adhered to in design and jurisdictional assessment of any Major Use Permit or Site Plan that is submitted to the County of San Diego with the intent of implementing the Champagne Gardens Specific Plan/Site Plan. The community character and visual aesthetics foci of these criteria shall include:
 - a. Development and maintenance of the resort development theme, which is reflected in coordinated architectural details, construction materials, and structure coloration.
 - b. The theme generally described in (a) shall be complemented and carried through in the landscaping program, which will emphasize use of native and/or drought-tolerant plant materials.

- c. The development theme shall provide not only an intra-site visual unity, but shall be harmonious with the surrounding natural environment, as well as harmonizing with themes carried through in the Lawrence Welk Resort area and the Castle Creek Resort.
 - d. In addition, the landscaping program shall be designed to screen and/or soften any potentially objectionable site uses, in particular, parking areas and parking structures. Special attention shall be given to minimizing the visual intensity of parking structures and blending such structures into the surrounding environment.
 - e. A particular effort shall be made to ensure that project signage is appropriately planned so as to minimize impacts to the visual amenities of the area through the use of design guidelines addressing signage in the Specific Plan.
 - f. A particular effort shall be made to ensure that Champagne Boulevard avoid taking on a strip commercial appearance through the use of design guidelines addressing development fronting on Champagne Boulevard in the Specific Plan. This shall mitigate impacts to visual resources by removing the mass of development areas from view along Champagne Boulevard.
- 5. To mitigate for potential impacts to the I-15 scenic resource, and pursuant to implementation language included in the Champagne Gardens Specific Plan text, all implementing projects will be required to submit site plans, landscape plans, a building elevation and color scheme to I-15 Design Review Board and other applicable community design review processes for evaluation of compliance with specific community design standards. This will mitigate visual impacts to the I-15 corridor by providing a detailed review of plans for screening impacts from view.
 - 6. All areas not specifically designated for development shall be set aside in open space. The biological revegetation area proposed in Sub-areas 2, 3, and 4 shall include an area of Coast Live Oak planting along the south fork of Moosa Creek. When mature, such planting will further screen visual impacts from Champagne Boulevard and I-15.
 - 7. Free standing signage for Sub-area 1 shall be limited to a single sign no higher than 30 feet. Signage on the side of the motel shall be permitted.
 - 8. Structures in Sub-area 1 shall be limited by Special Area Designator G to 2 stories and 35 feet in height.

9. Sub-area 1 projects will be required to show compliance with visual mitigation measures when specific designs are available.

Sub-area 2

Points 1- 6 discussed under Sub-area 1 shall apply. In addition:

7. Sub-area 2B, Parking Structure, shall be designed with planters or screening elements along its length at all levels along its west- and south-facing sides. If planters are used, they shall be planted with a palette that compliments the overall sub-area design and surrounding native vegetation. This will mitigate the impacts of this structure by breaking strong horizontals, adding natural vegetation to multiple layers of the building.
8. The existing natural berm fronting Champagne Boulevard along Sub-area 2B shall be maintained, may be enhanced, and landscaped appropriately.
9. A visual analysis shall be made a condition of the Major Use Permit for Sub-area 2B. When the Sub-area 2B parking structure is presented for implementation, a visual study shall be carried out to assess specific visual impacts. Additional mitigation, if any, can be recommended at that time.
10. Structures in Sub-area 2A and 2C shall be limited by Special Area Designator G to 2 stories and 35 feet in height. The parking structure, Sub-area 2B, shall be limited by Special Area Designator J to 3 stories and 40 feet in height.

Sub-area 3

Points 1-6 discussed under Sub-area 1 shall apply. In addition:

7. When the Sub-area 3A conservatory is presented for implementation, the Major Use Permit (MUP) shall require, a visual study be carried out to assess specific visual impacts. Additional mitigation, if any, can be recommended at that time.
8. Structures in Sub-area 3B shall be limited by Special Area Designator G to 2 stories and 35 feet in height. The conservatory, Sub-area 3A, shall be limited by Special Area Designator M to any number of stories and 40 feet in height.

Sub-area 4

Points 1-6 discussed under Sub-area 1 shall apply. In addition:

7. When the Sub-area 4A hotel/time share is presented for implementation, the MUP shall require that a visual study be carried out to assess specific visual impacts. Additional mitigation, if any, can be recommended at that time.
8. Structures in Sub-area 4A shall be limited by Special Area Designator R to any number of stories and 60 feet or more in height, and shall require a Major Use Permit.

Sub-area 5

Points 1-6 discussed under Sub-area 1 shall apply. In addition:

7. When the Sub-area 5E, Wine Cellar, is presented for implementation, the design must minimize impacts to steep slopes by boring into hillside instead of removing overburden. Disturbed areas must be contoured to match the natural slope and must be revegetated with a planting palette matching as closely as possible impacted vegetation. The site shall carry a Special Area Designator (SAD) G, requiring further analysis of the final design for steep slope impacts.
8. Structures in Sub-area 5 shall be limited by Special Area Designator G to 2 stories and 35 feet in height.

Sub-area 6

Points 1-6 discussed under Sub-area 1 shall apply. In addition:

7. Structures in Sub-area 6B and 6C shall be limited by Special Area Designator G to 2 stories and 35 feet in height. Structures in Sub-area 6A shall be limited by Special Area Designator J to 3 stories and 40 feet in height.

Sub-area 7

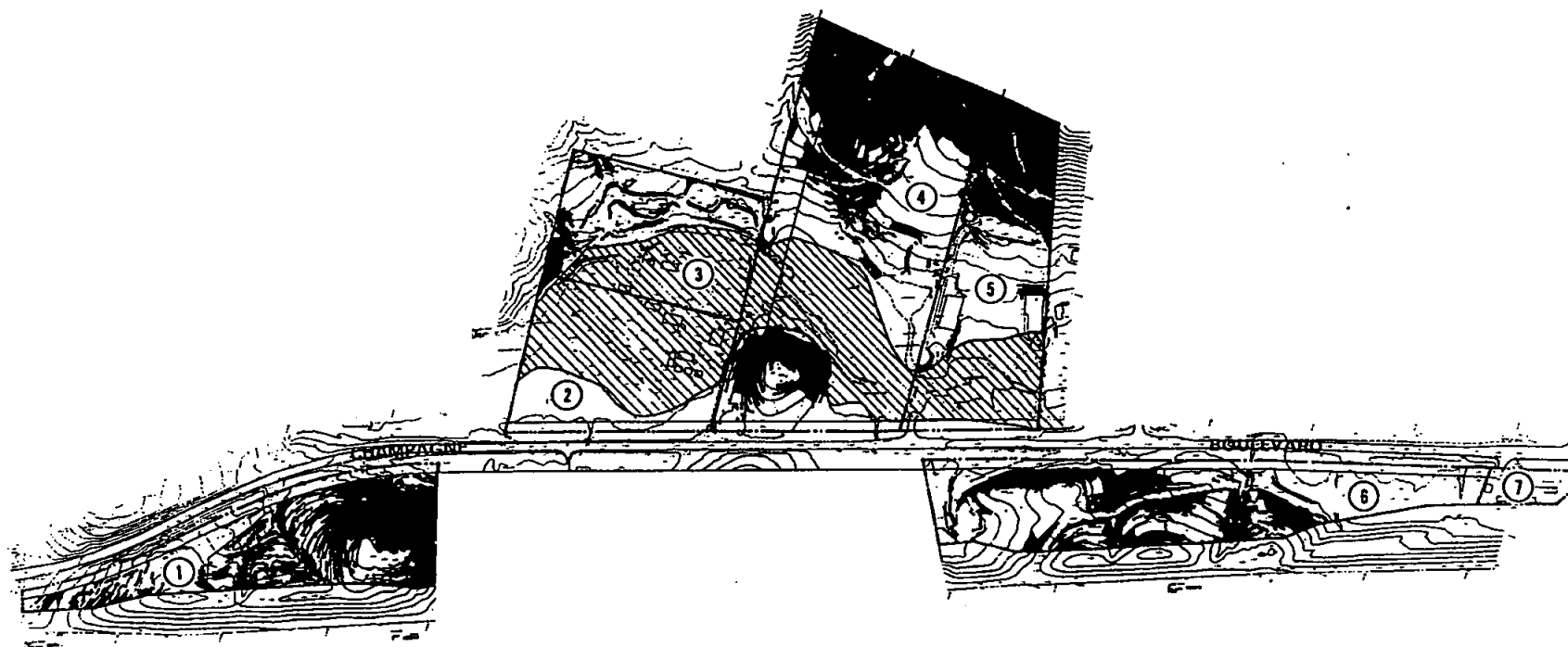
Points 1-6 discussed under Sub-area 1 shall apply. In addition:

7. Structures in Sub-area 5 shall be limited by Special Area Designator G to 2 stories and 35 feet in height.

Summary of Mitigation Measures

At the Specific Plan level, these potential visual impacts can be mitigated with the implementation of several measures, including the requirement for provision of landscape plans, dedication of proposed open space at the implementation phase of development, and design limits on specific structures. These measures would reduce all significant impacts to visual aesthetics to below a level of significance in accordance with CEQA, by screening building mass, controlling lighting, and by providing for analysis and mitigation of significant impacts of specific designs when they are brought forward.

No Scale



Slope Analysis

Figure 13



SLOPES OVER 25%



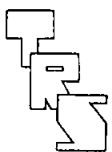
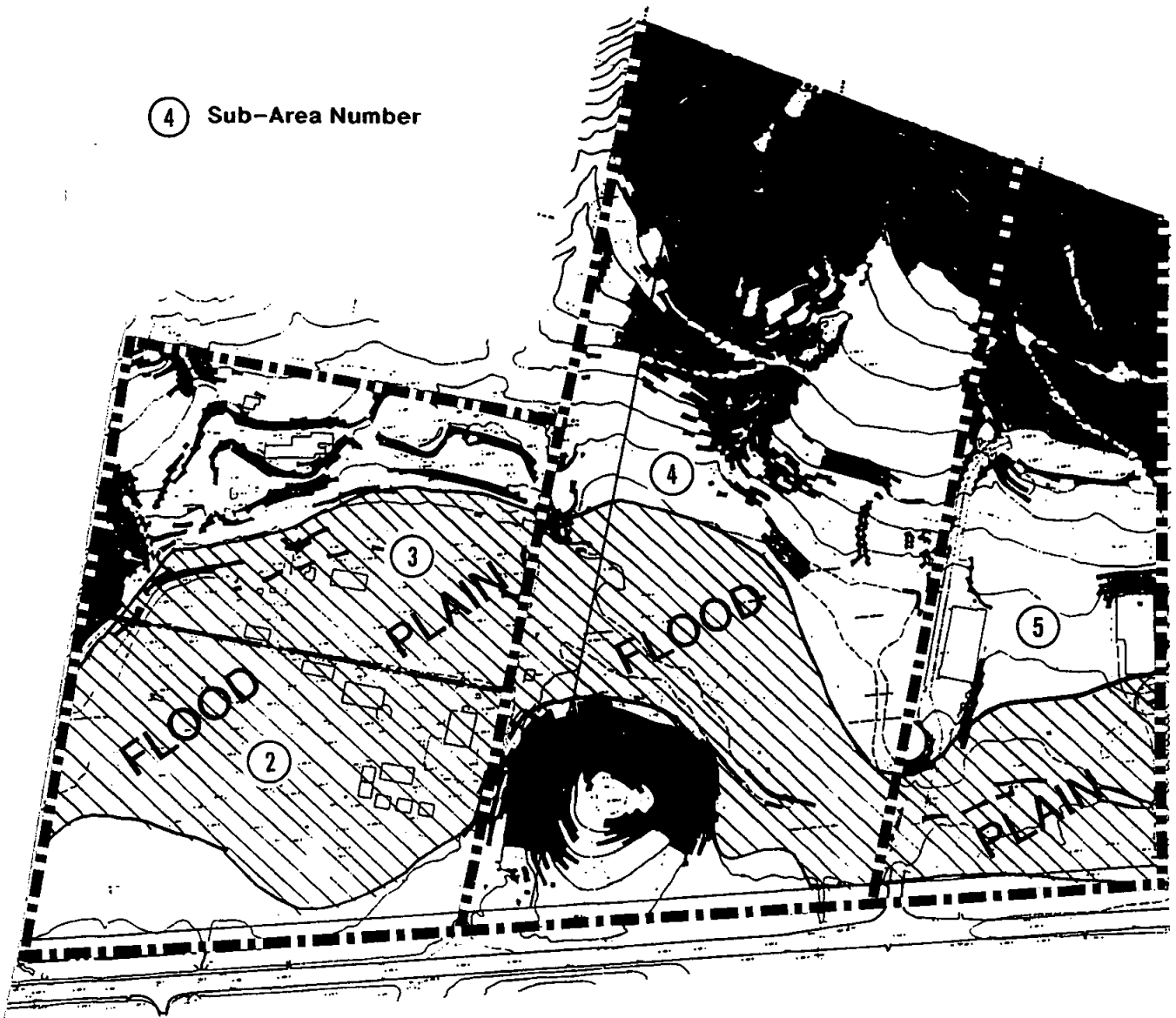
FLOOD PLAIN

① SUB-AREA NUMBER



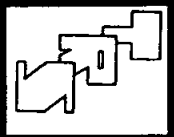
No Scale

④ Sub-Area Number



Floodplain

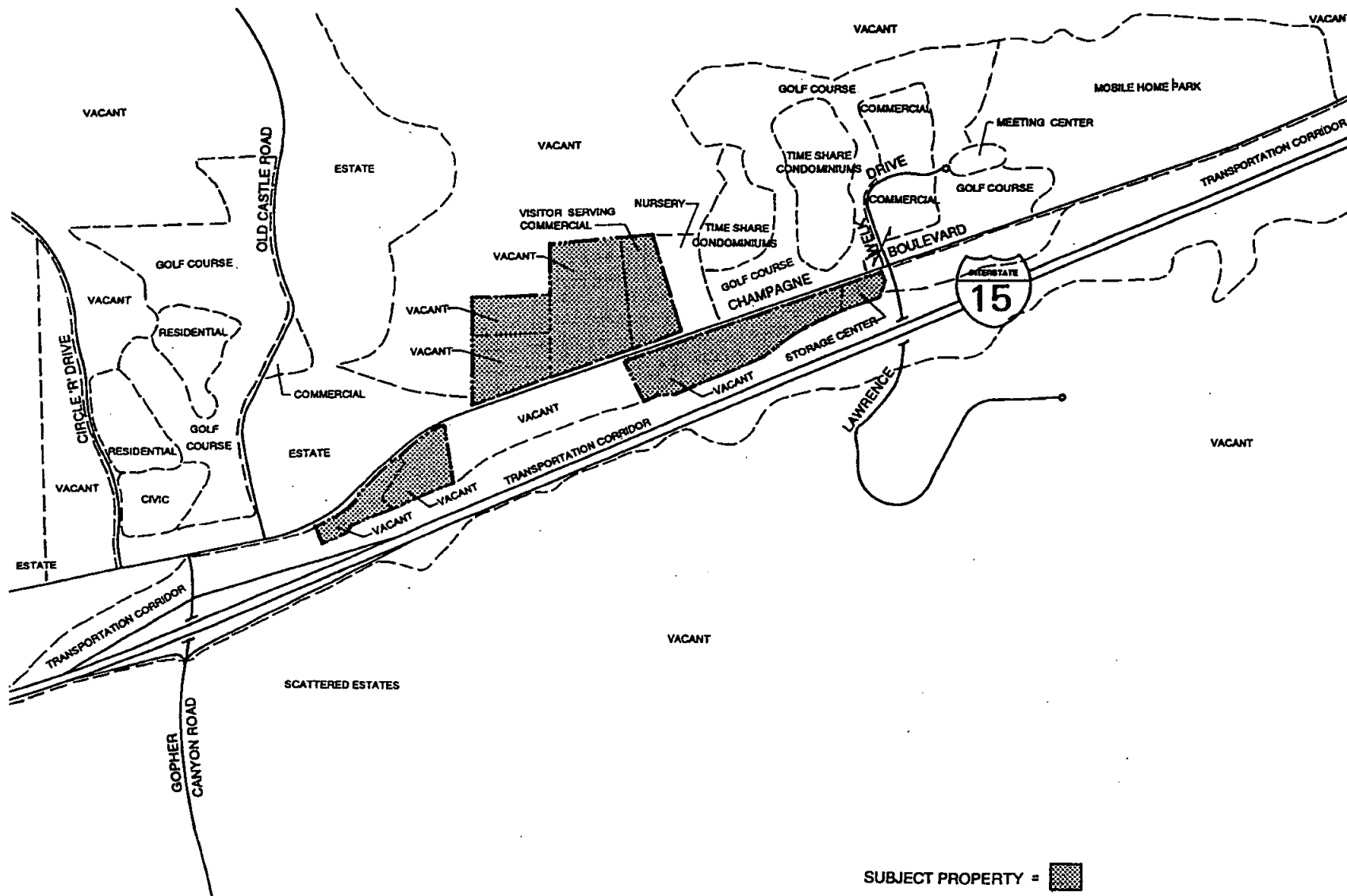
Figure 14

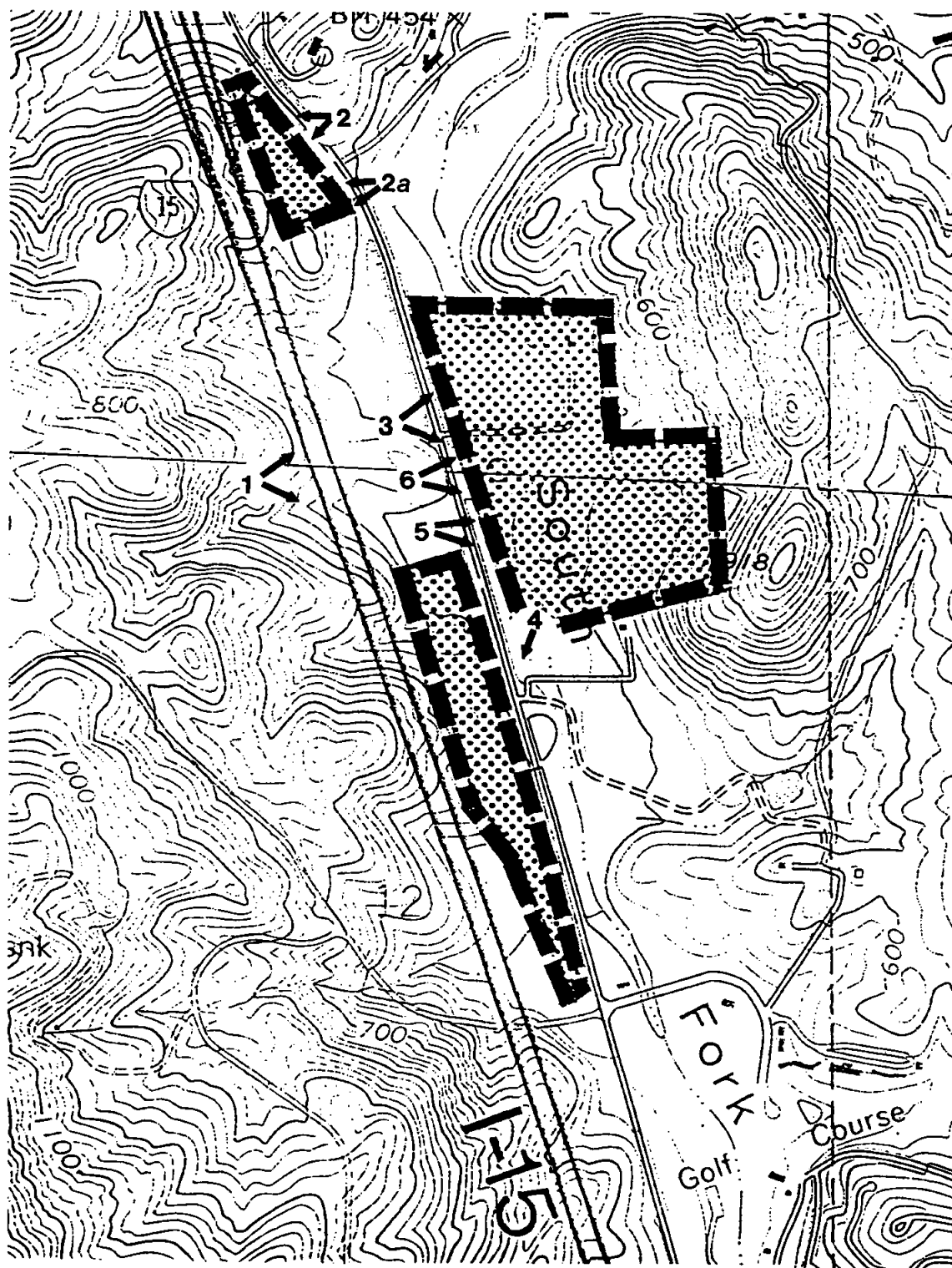


Existing and Proposed Land Uses

Figure 15

No Scale





5 ↗ Photo Number and Direction of Photo

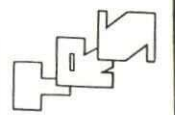


Index to Site Photos

Figure 16

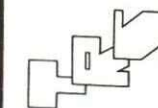


Looking east across Champagne Boulevard into Sub-areas 2,3,4 and 5.



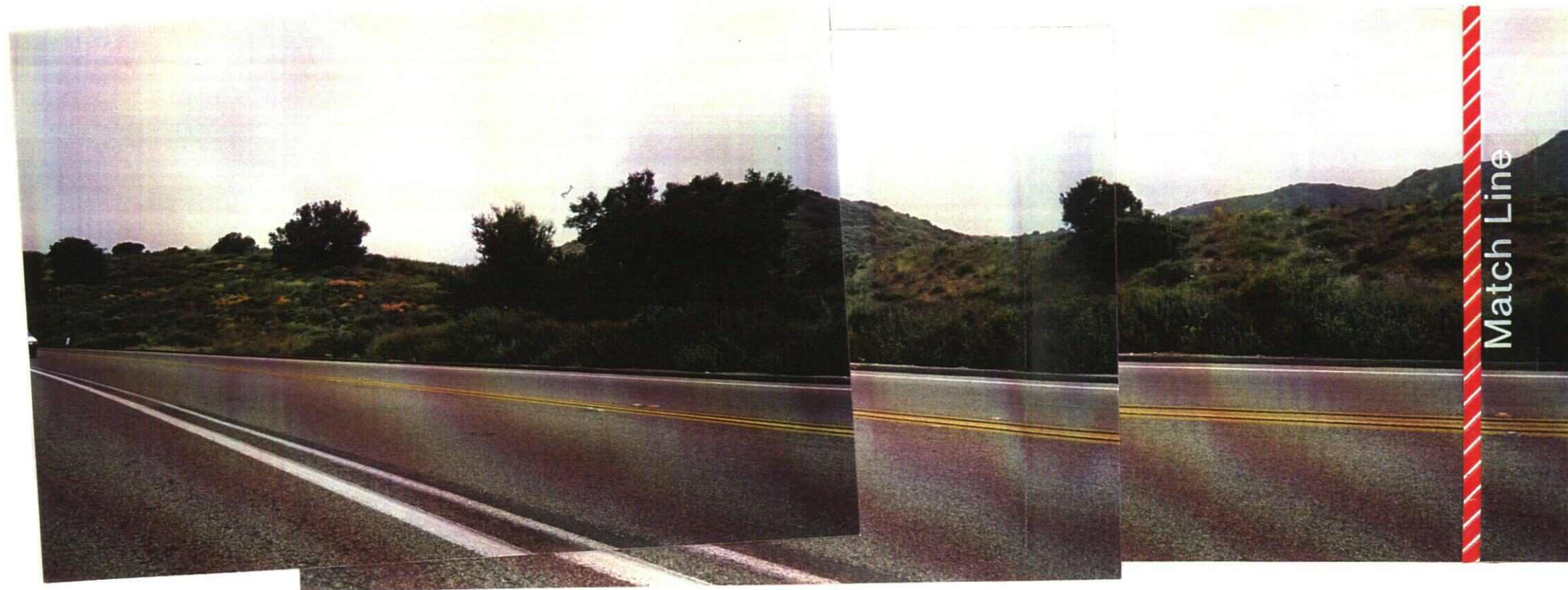
Site Photo #1

Figure 17A

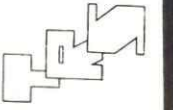


Site Photo #2

Figure 17B



Looking west from Champagne Boulevard into Sub-area 1.

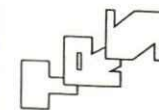


Site Photo #2A



Looking west from Champagne Boulevard into Sub-area 1.

Figure 17C

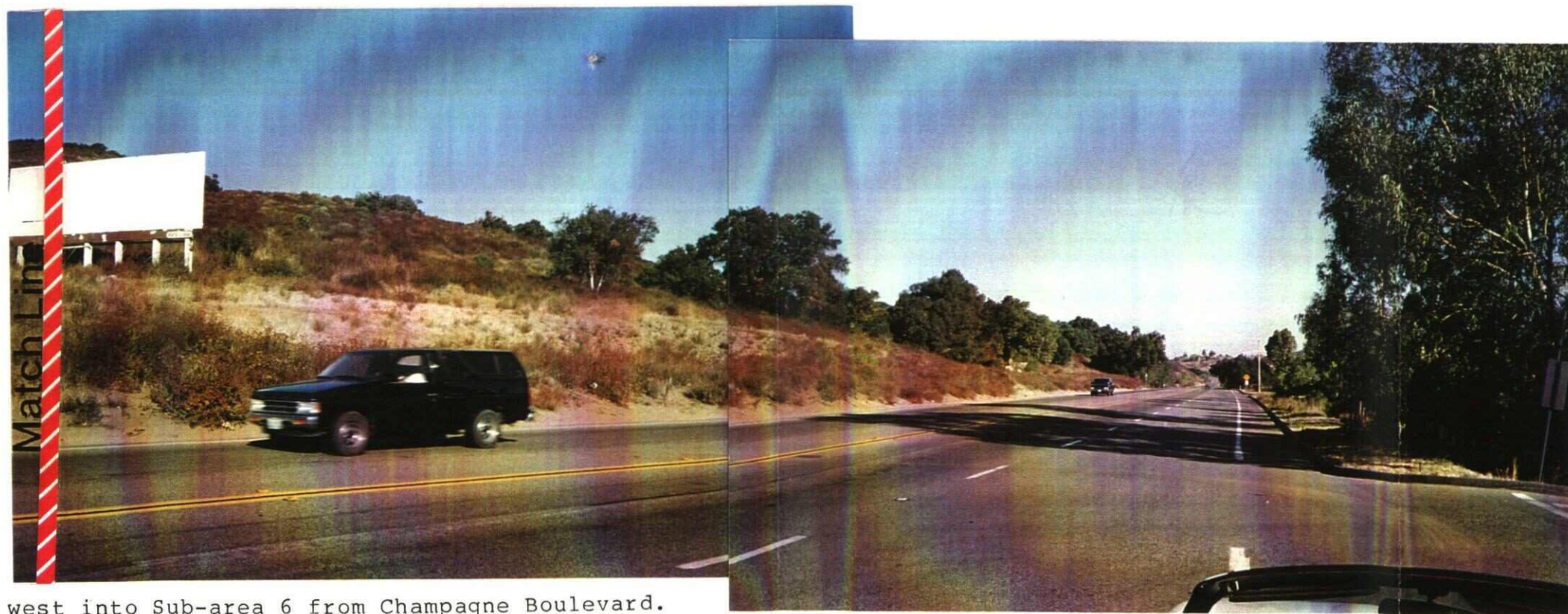
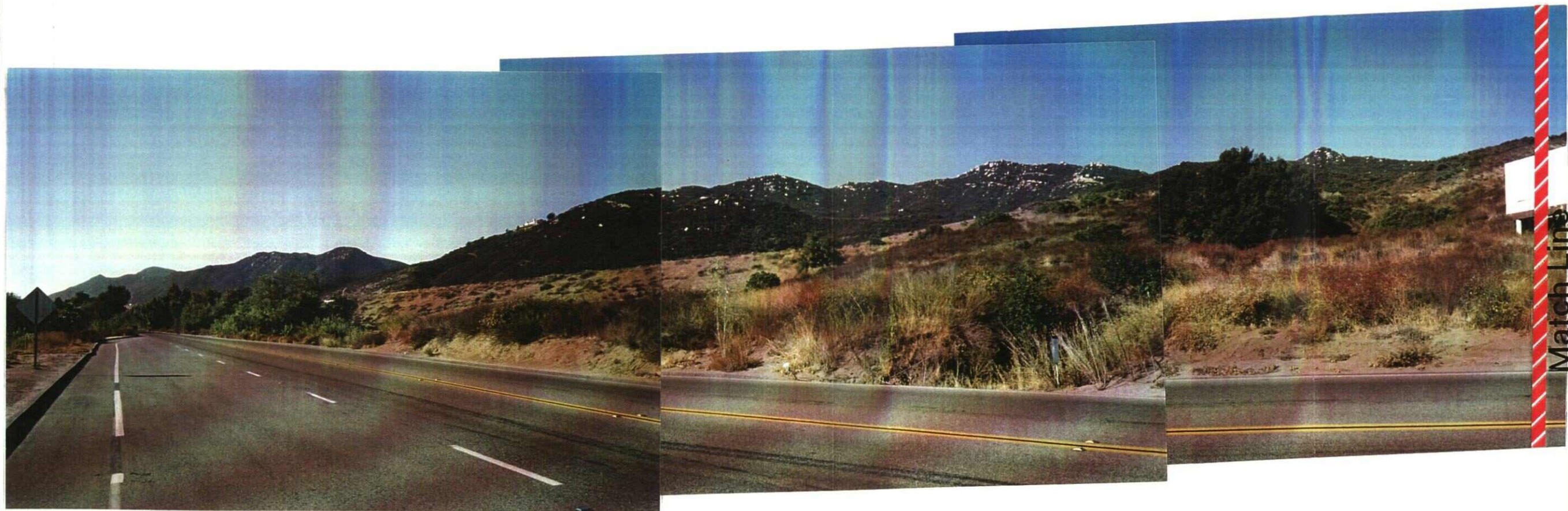


Site Photo #3

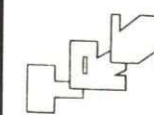
Figure 17D



Looking east into Sub-areas 2,3 and 4 from Champagne Boulevard.

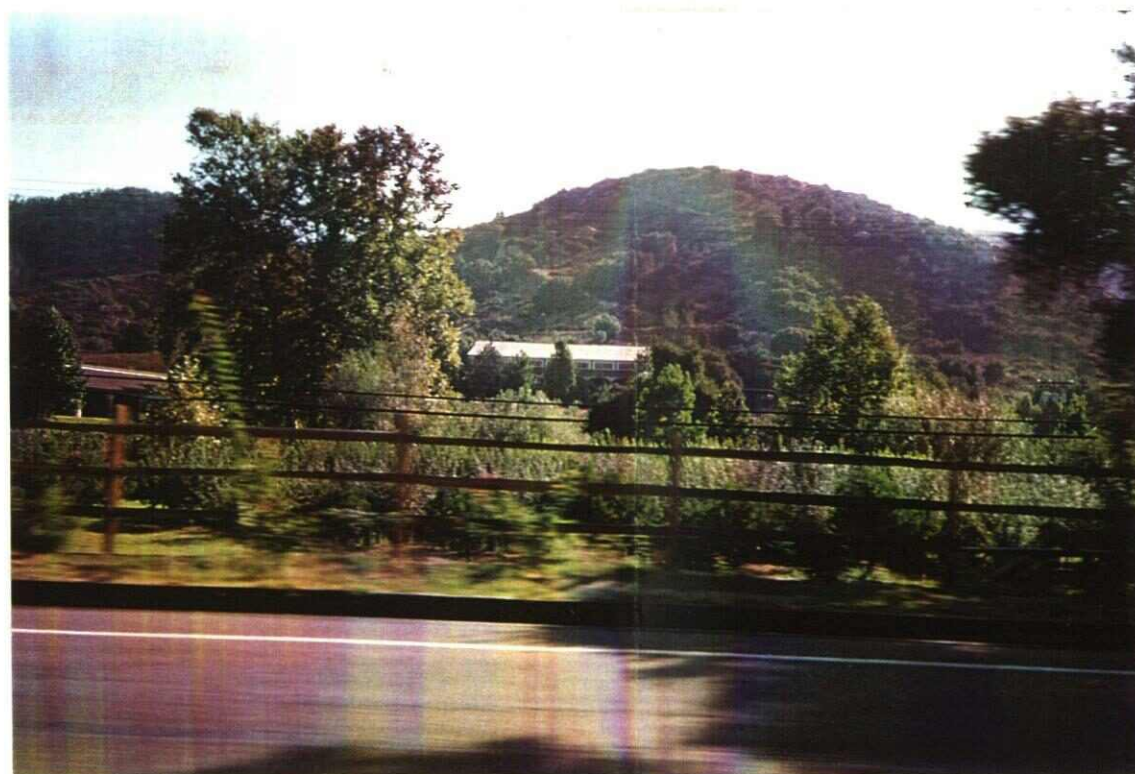
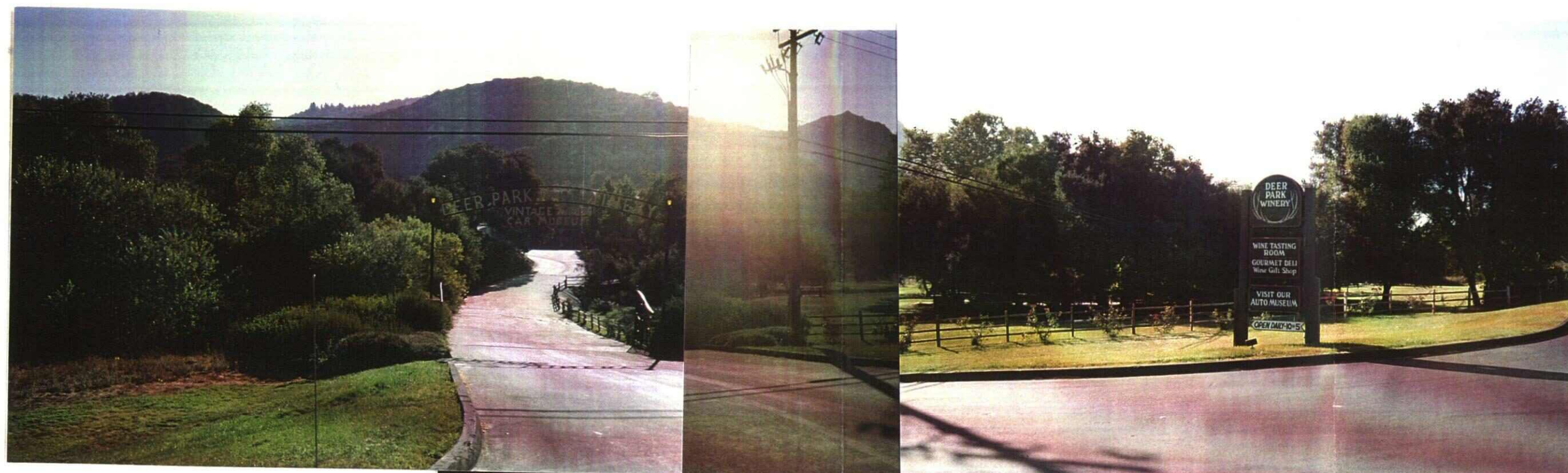


Looking west into Sub-area 6 from Champagne Boulevard.

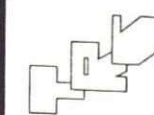


Site Photo #4

Figure 17E

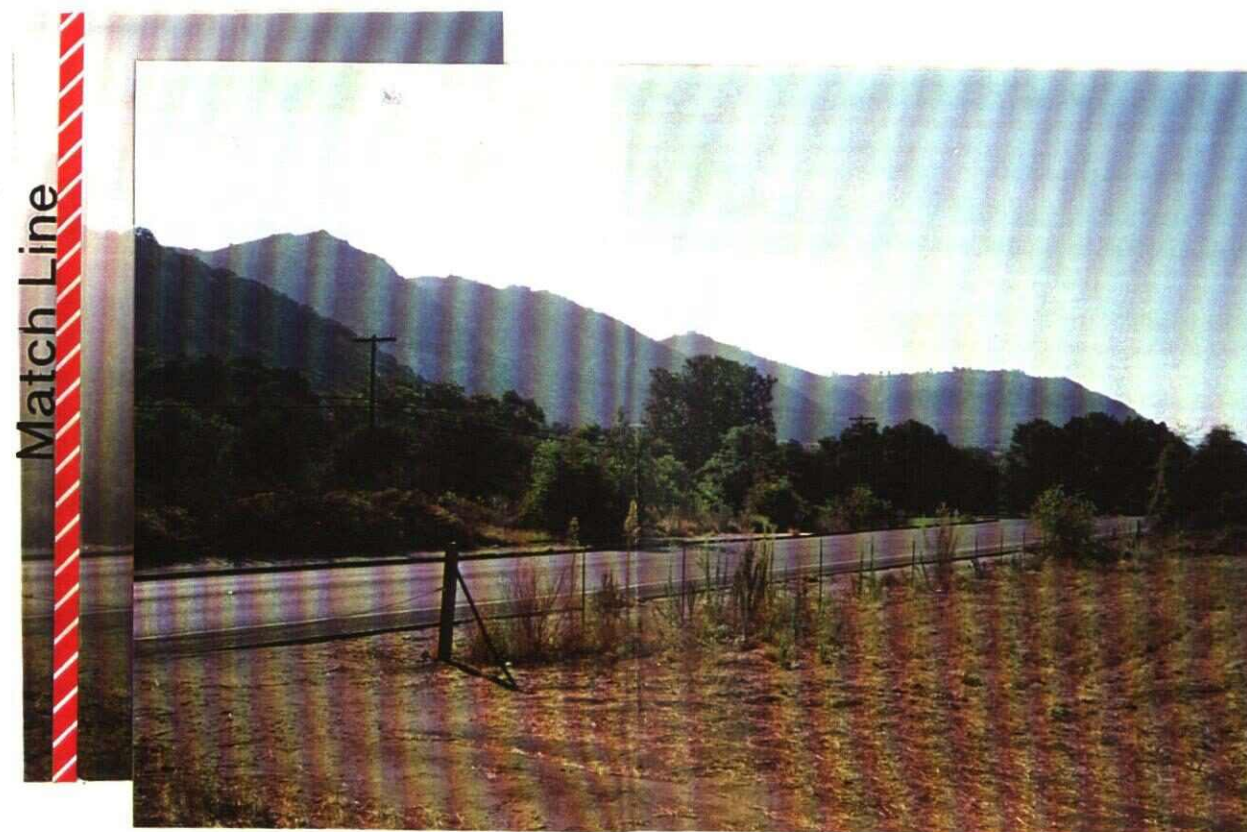


Looking east into Sub-area 5 from Champagne Boulevard.

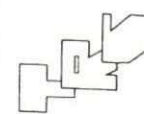


Site Photo #5

Figure 17F



Looking east into Sub-area 4 from Champagne Boulevard.

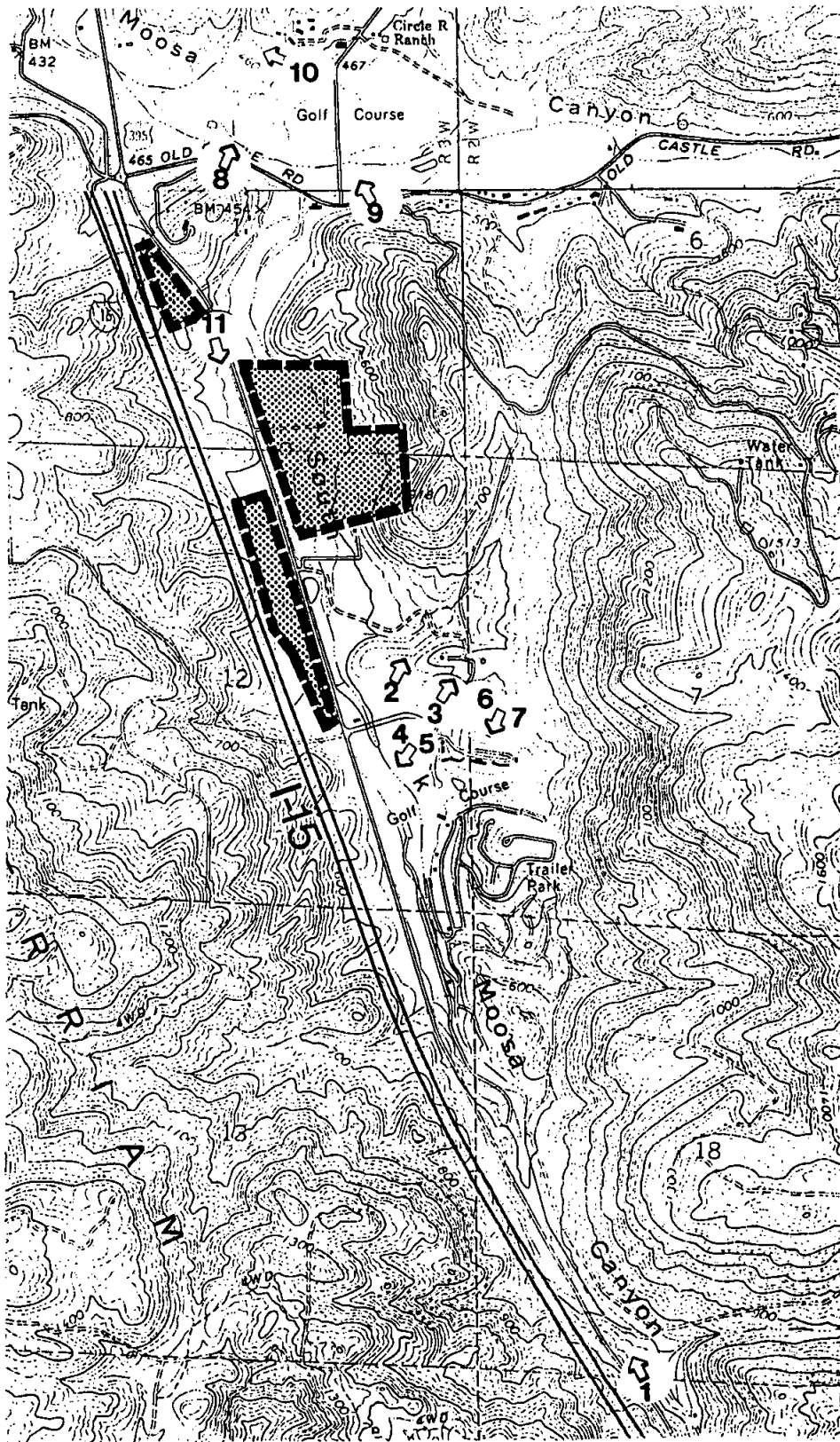


Site Photo #6

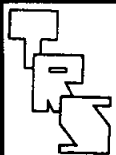
Figure 17G



No Scale

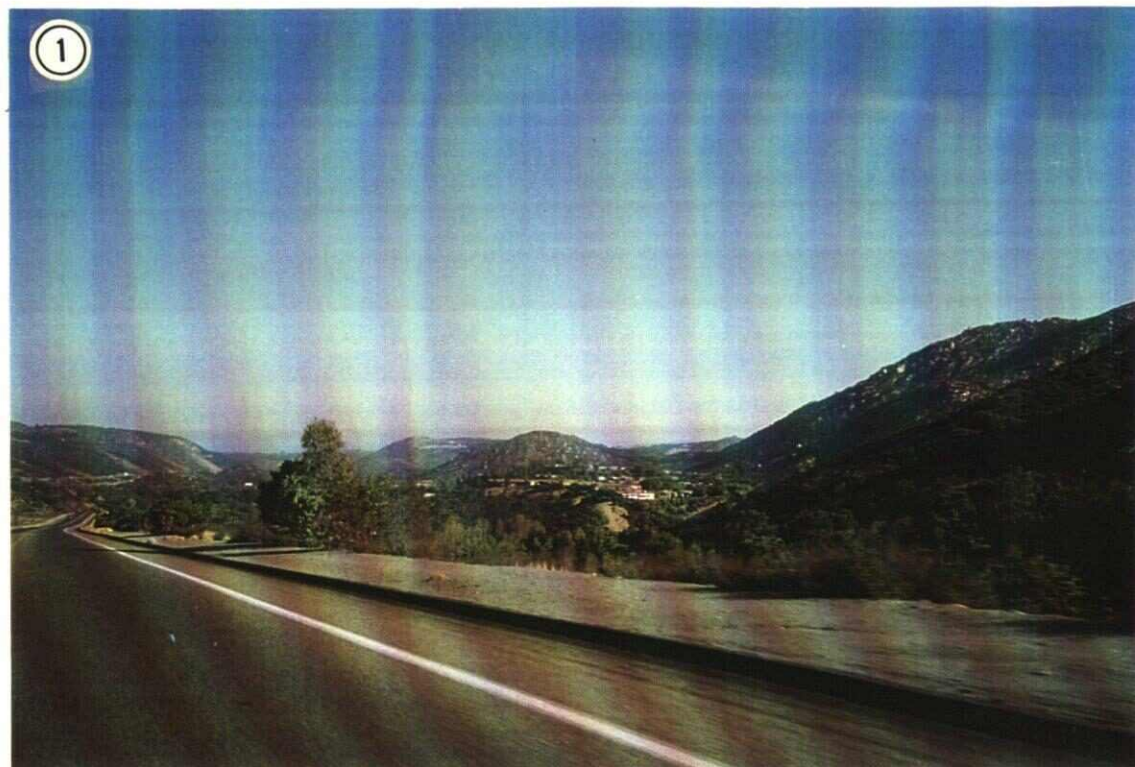


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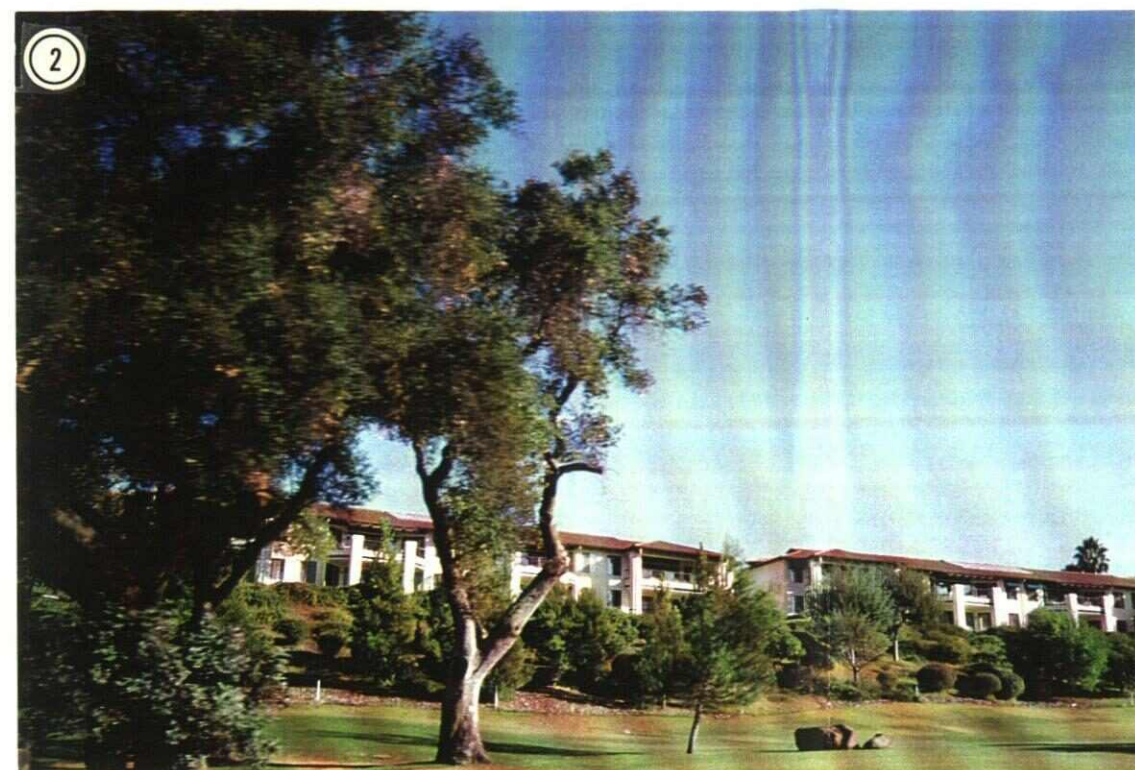


Index to Vicinity Photos

Figure 18



Looking north along Champagne Boulevard from about one mile south of Sub-area 1.



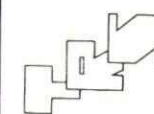
Looking north-east into golf course and time-share condominiums adjacent to Lawrence Welk Drive.



Looking north-east into golf course and time-share condominiums adjacent to Lawrence Welk Drive.



Commercial area at Champagne Village.



Vicinity Photos 1 through 4

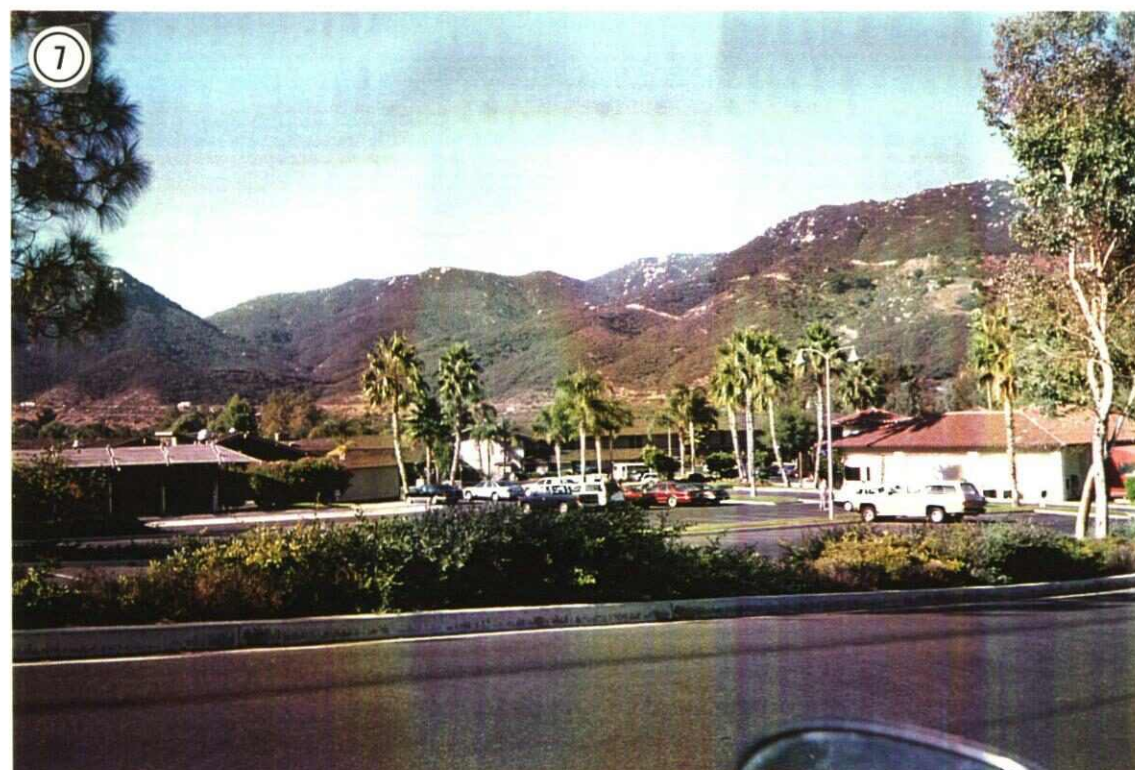
Figure 19A



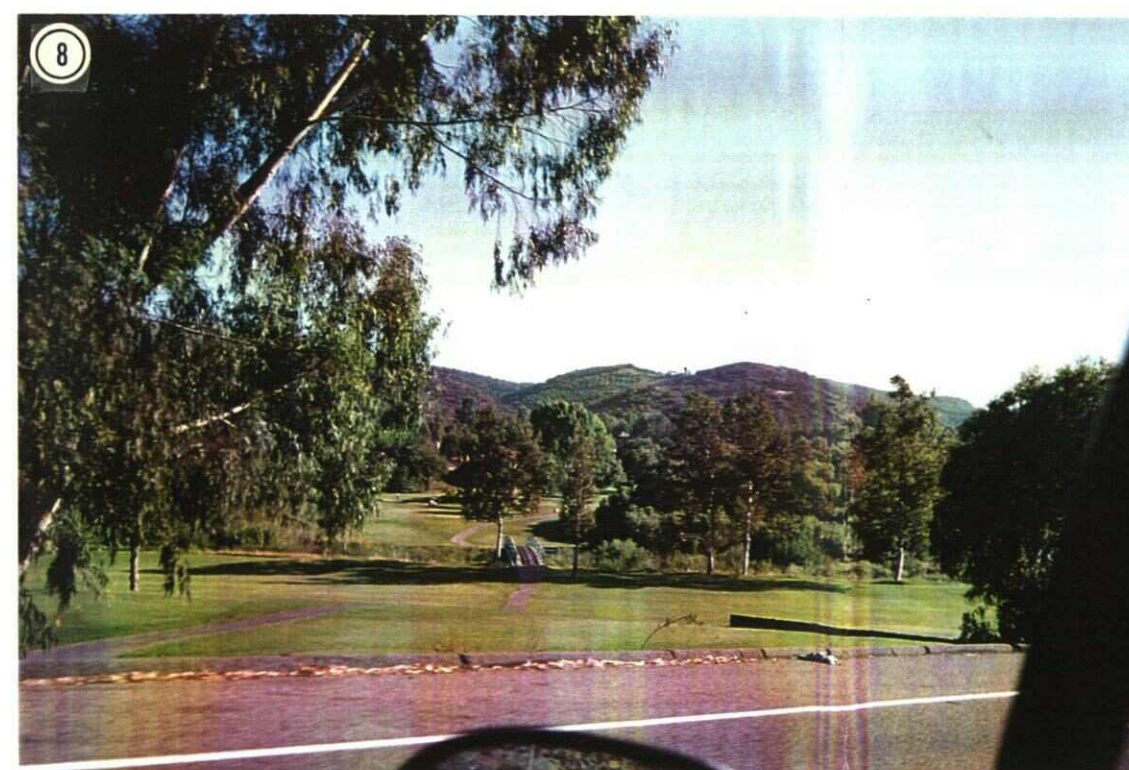
Lawrence Welk Theatre at Champagne Village.



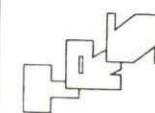
Parking area Lawrence Welk Resort.



Parking area Lawrence Welk Resort.

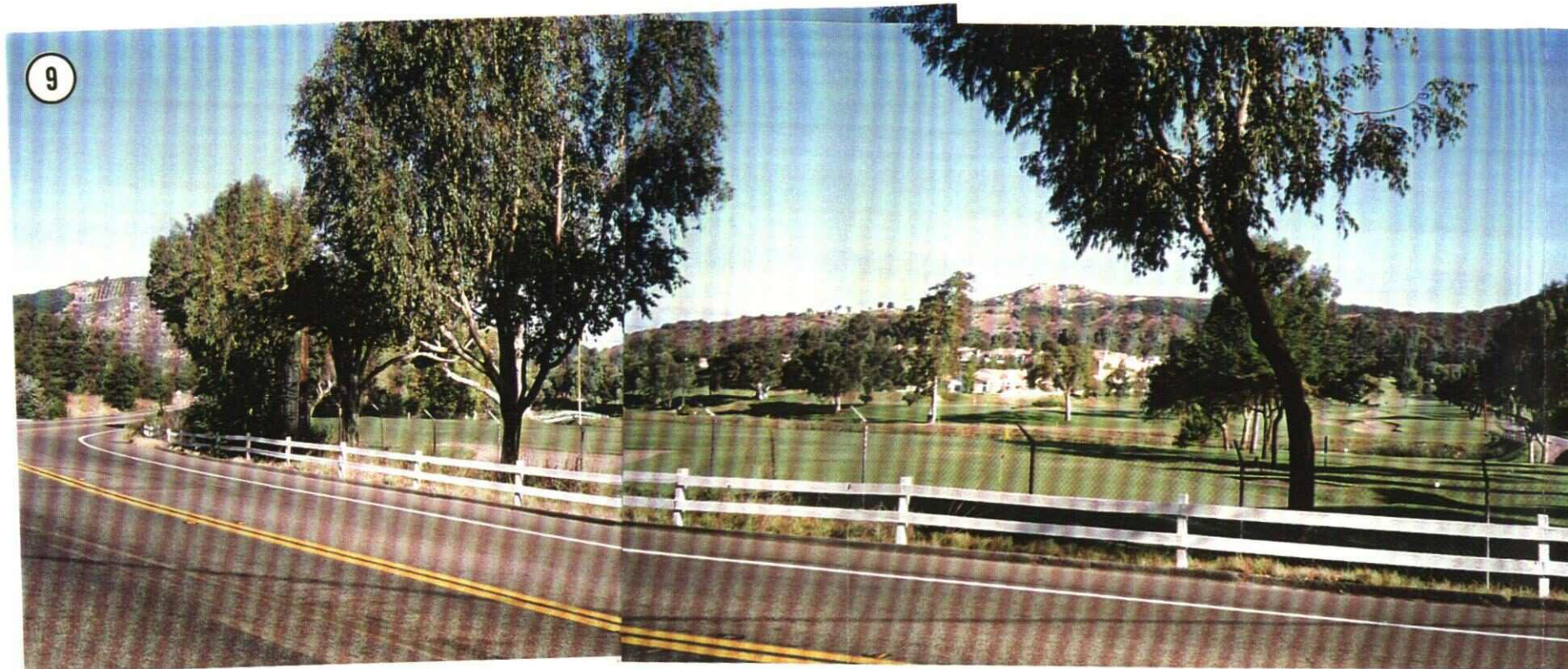


Looking north into Castle Creek golf course from Old Castle Road.

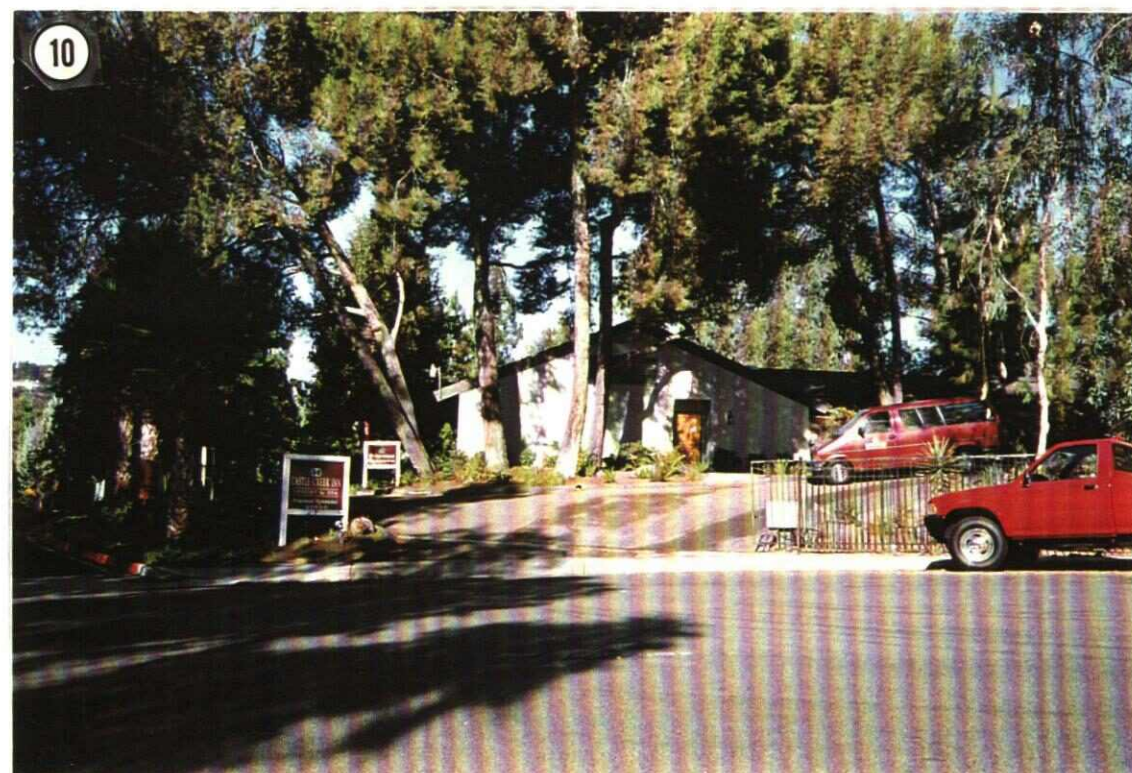


Vicinity Photos 5 through 8

Figure 19B



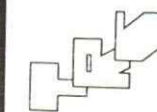
Looking north into Castle Creek golf course from Old Castle Road.

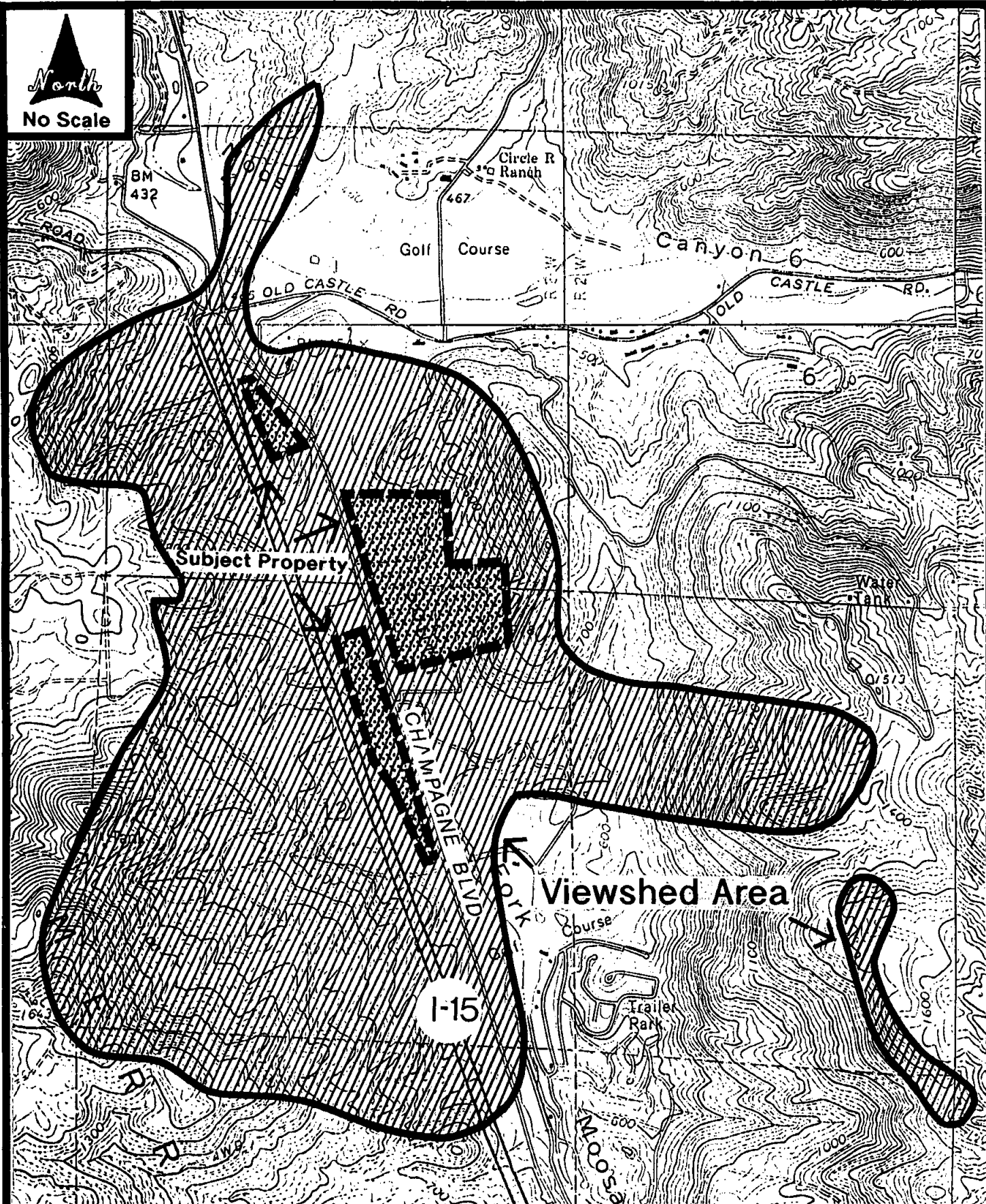


Restaurant at Castle Creek Resort.



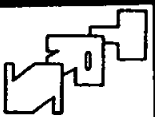
Looking south along Champagne Boulevard adjacent to Sub-area 2.





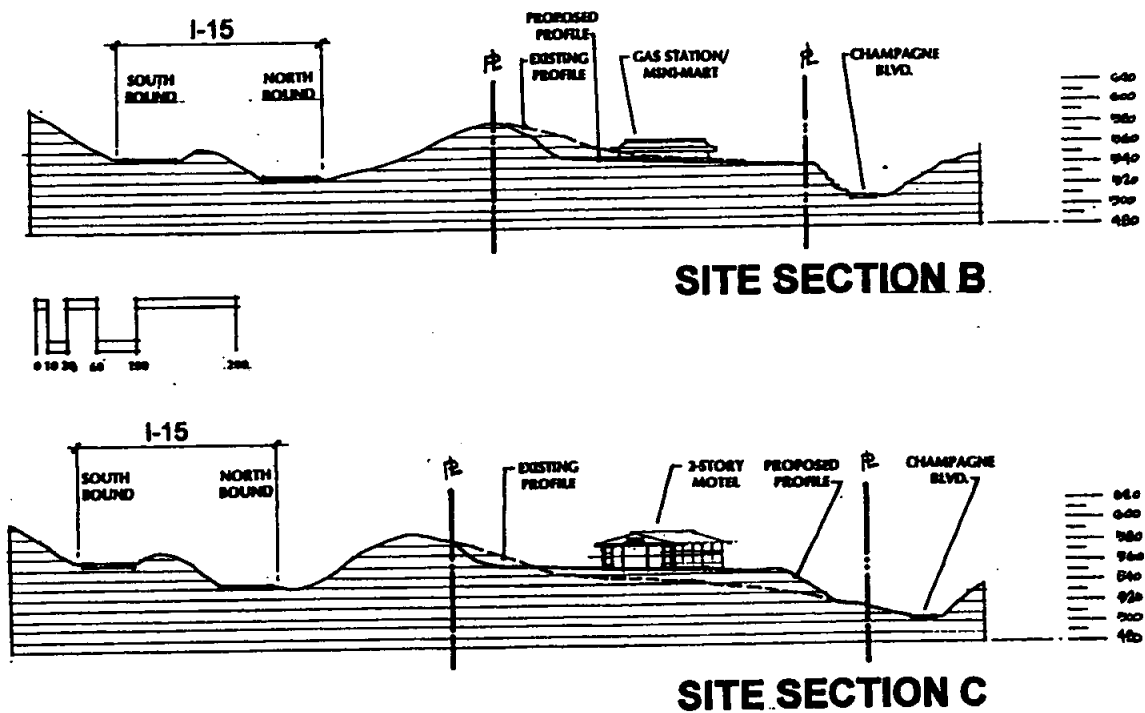
Viewshed Map

Figure 20



Cross Sectional Analysis of Conceptual Design for Sub-Area 1

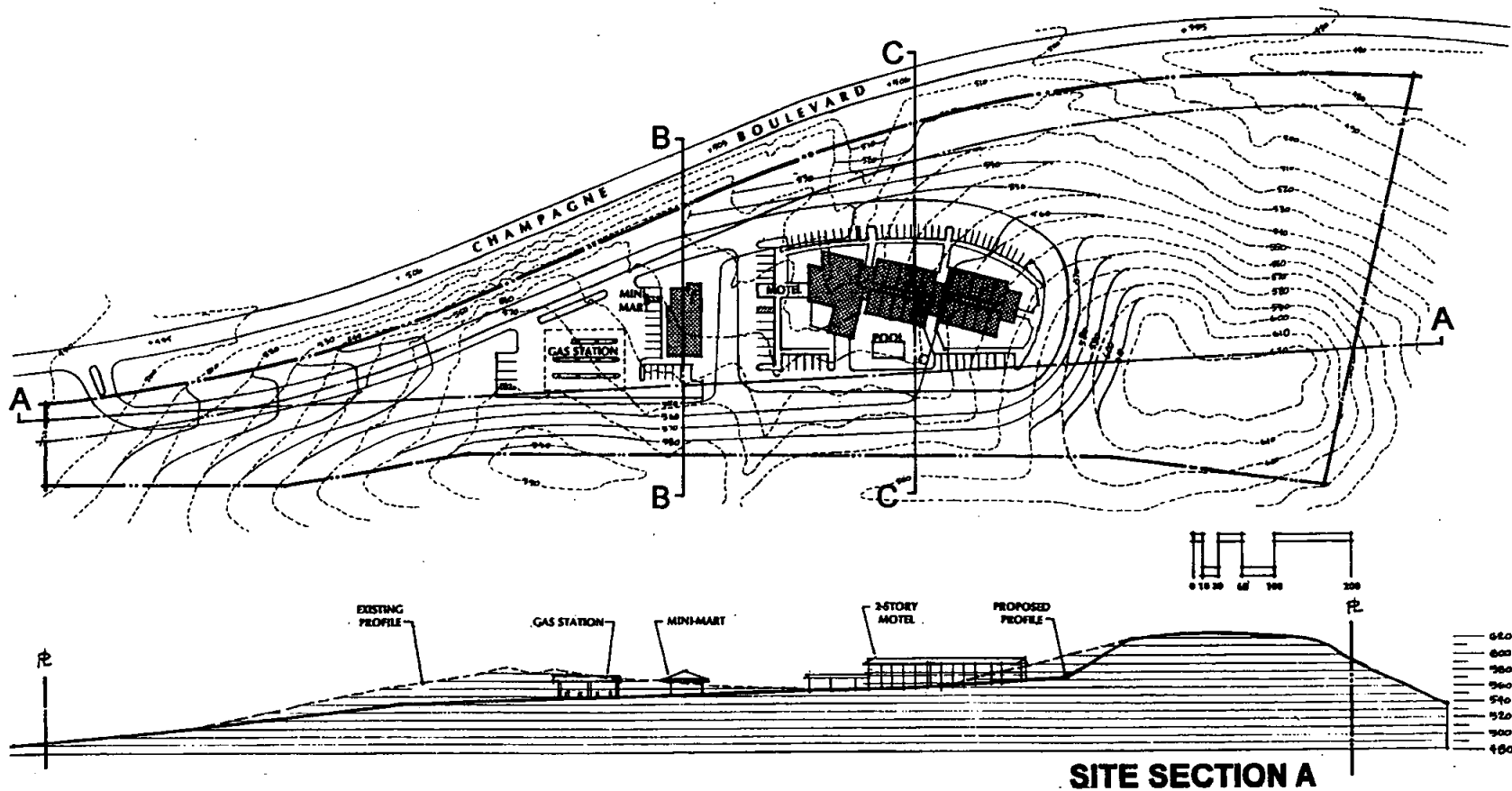
Figure 21





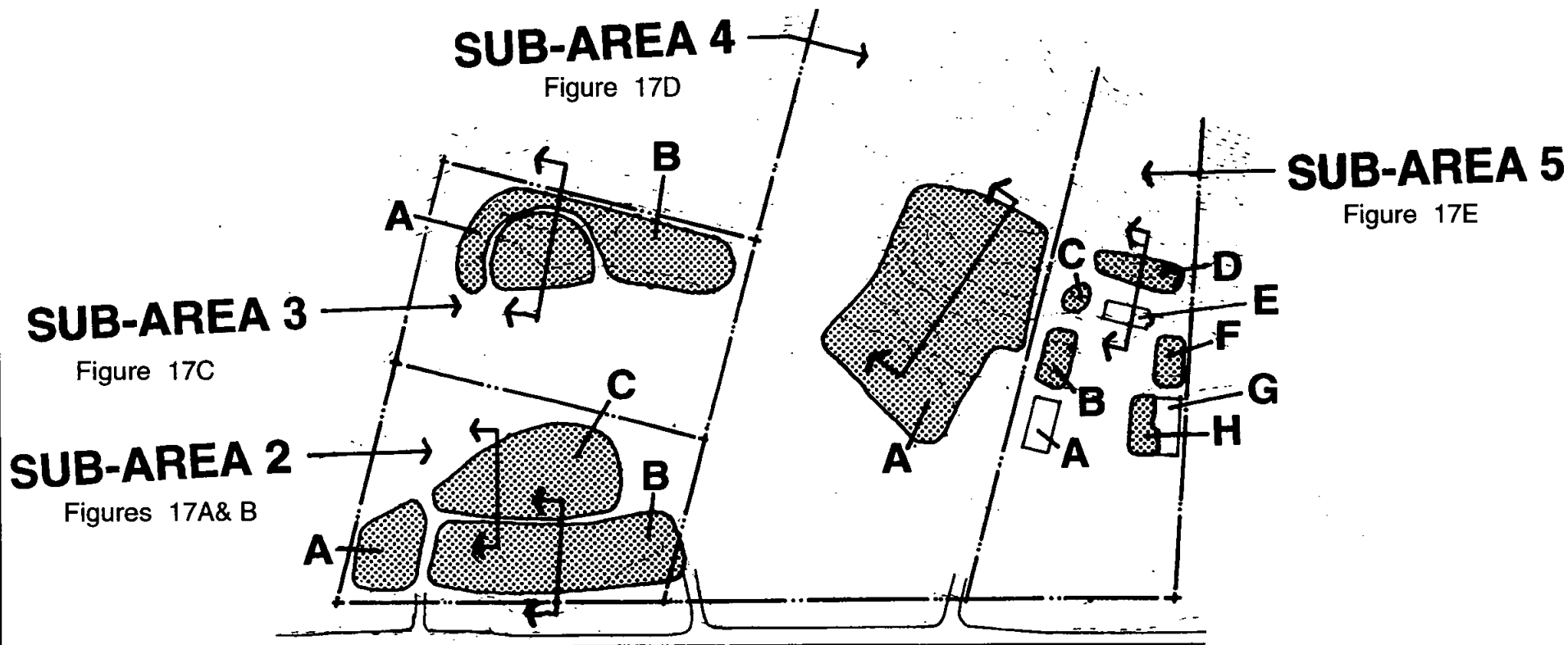
Cross Sectional Analysis of Conceptual Design for Sub-Area 1

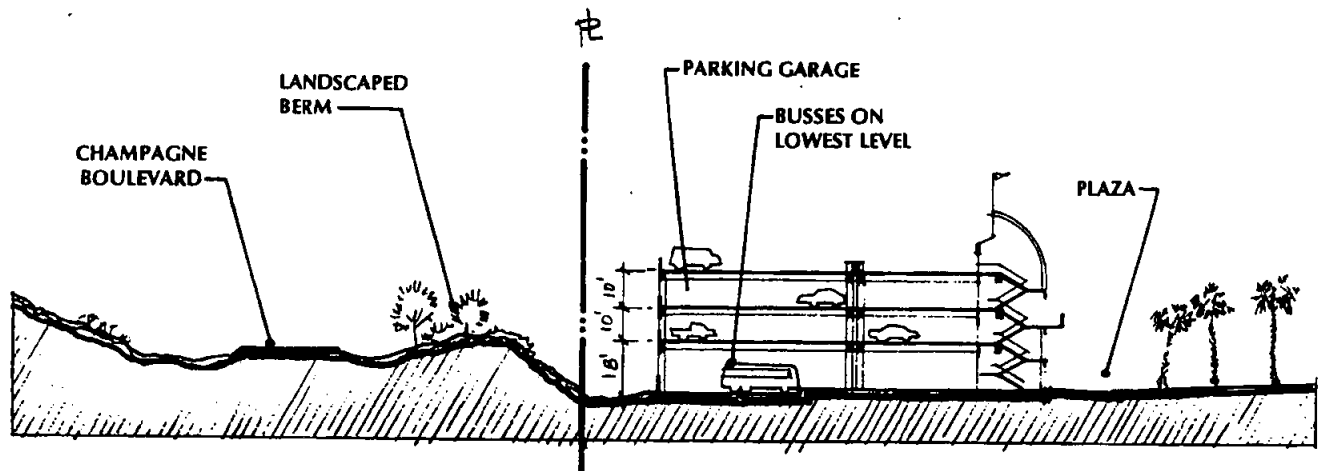
Figure 21





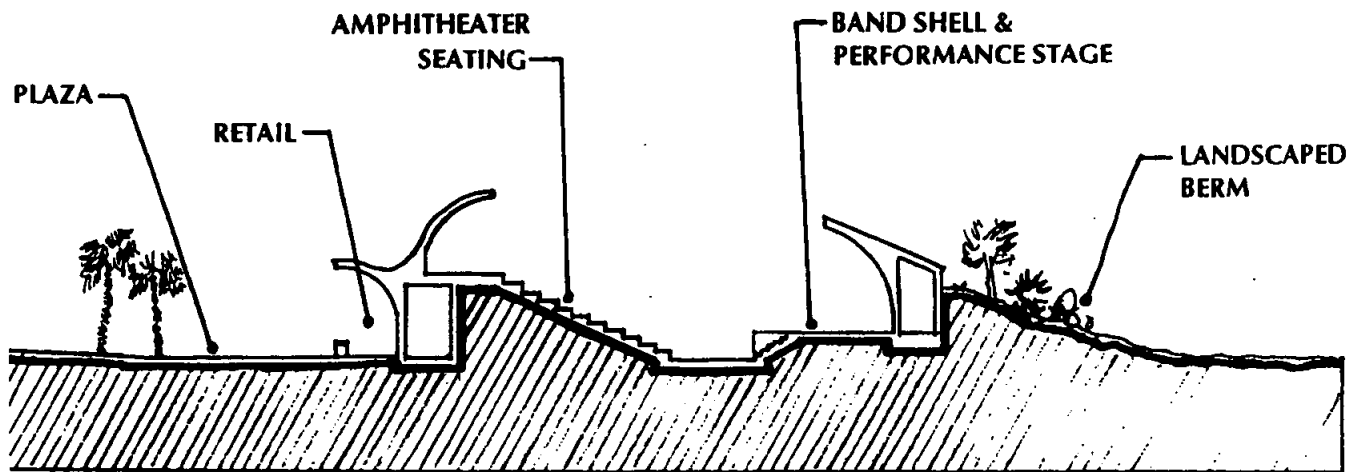
No Scale





Sub-Area 2B Cross-Section through
Conceptual Parking Garage Design.

Figure 23A



Sub-Area 2C Cross-Section through
Conceptual Amphitheatre Design

Figure 23B

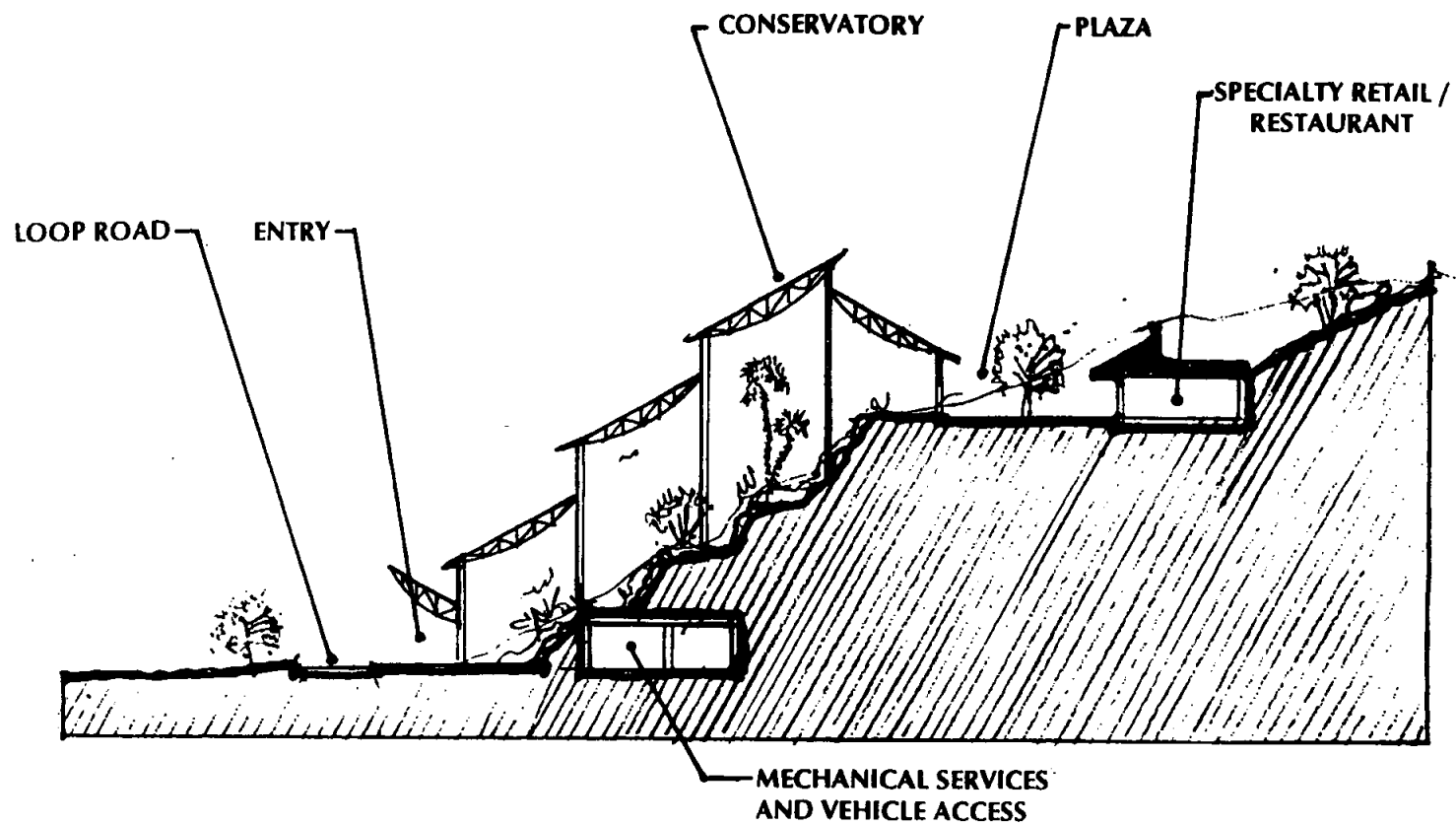


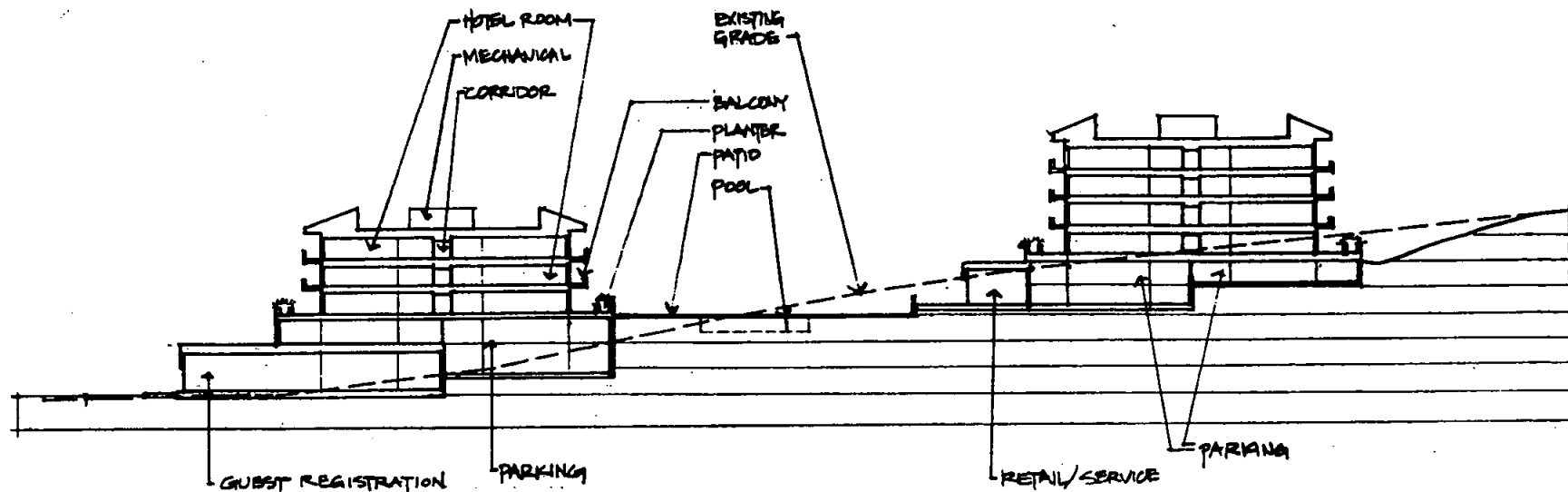
Figure
23C

Sub-Area 3A, Cross-Section through
Conceptual Conservatory Design





No Scale



SITE AND BUILDING SECTION

Figure
23D

Cross-Section Through Conceptual Hotel Design
Sub-Area 4



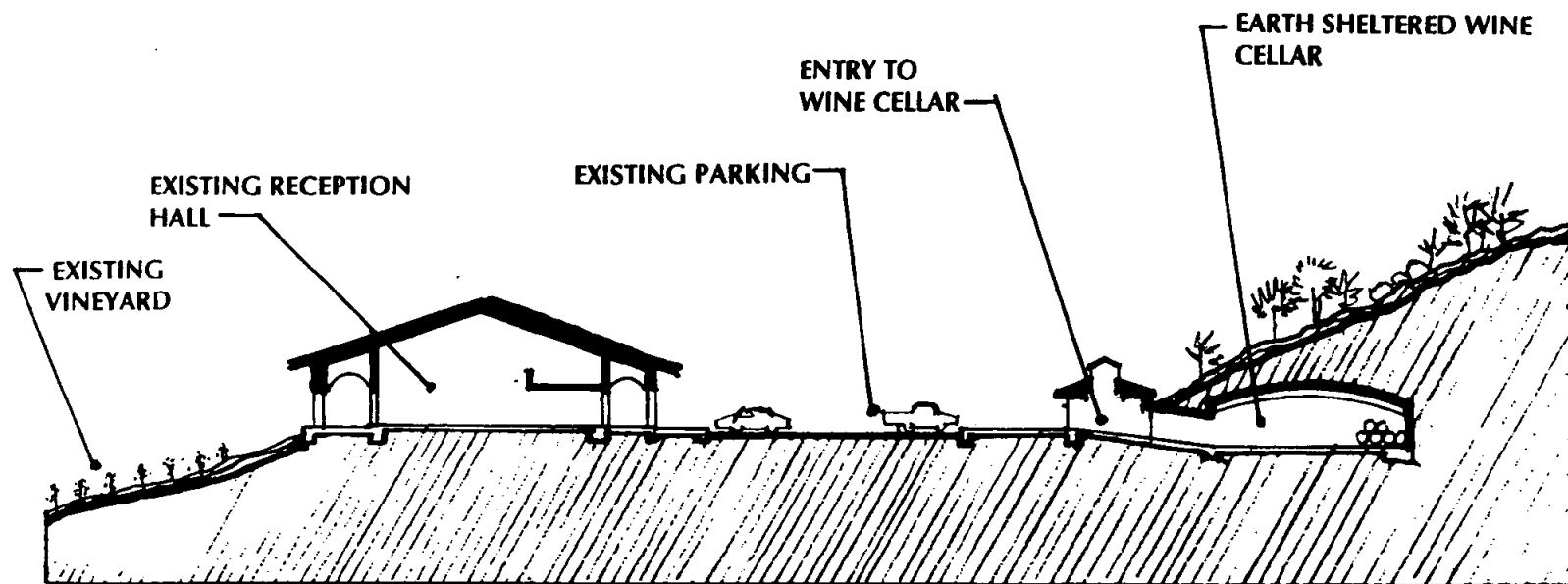


Figure
23E

Sub-Areas 5D & 4E Cross-Section Conceptual
Reception Hall and Wine Cellar Design



C. Traffic

A Traffic Impact Analysis was prepared for the Champagne Gardens Specific Plan project by Endo Engineering in February, 1994. The issues addressed in this study include existing and future roadway operating conditions in the project vicinity, impacts of other pending projects in the vicinity, and an evaluation of project-related traffic on local roadways. The complete traffic study is contained in the Technical Appendices of this report as Appendix B. It should be noted that the Champagne Gardens traffic impacts are predicted in terms of a total buildout of the project, in order to produce a worst-case scenario. In actuality, the project will be developed on a sub-area by sub-area basis and traffic impacts will accrue over time. Some areas may never be built. Actual traffic impacts could be less (but would not be more) than those discussed below. Issues of traffic average daily traffic (ADT) raised in the County scoping letter of January 31, 1995 were resolved in communications between Greg Endo of Endo Engineering and County Staff.

The following traffic study is based on the project before design modifications reduced the scope of the project. The study overstates the traffic impacts by approximately 6.0 percent, due to reduction in the sizes of hotel and motel units, and the elimination of some project features.

Present Setting

Existing Conditions

The proposed project site is located in the northeastern part of the unincorporated area of the County of San Diego. The site is roughly five miles north of the City of Escondido and three miles east of the City of San Marcos, and is located within the Bonsall, Valley Center, and the North County Metropolitan planning areas. The general location and extent of the regional circulation system is detailed in the San Diego County General Plan Circulation Element.

Currently, the Champagne Gardens site is predominantly vacant with the exception of the existing Deer Park Winery in the southeastern portion of the project area and the mini-storage facility in the southwest. There are no improved roads through the property, except for one service road which currently provides access to the winery. The project site is surrounded primarily by vacant land, resort-associated uses, and scattered estate residential development.

Interstate 15 and Champagne Boulevard constitute the primary means of vehicular circulation in the project vicinity. Access is via I-15 to Gopher Canyon Road and south on Champagne Boulevard or I-15 to Deer Springs Road, then north on Champagne Boulevard to the project. Figure 24, page 177, depicts circulation element roads in the area. Figure 25, Existing Area

Circulation System, page 178, graphically depicts the relationship of the above roads to the project site. Table 5, Current Daily V/C Ratio and LOS Summary, page 187, discloses recent traffic counts in the project area, with manual and machine counts indicating PM peak hour intersection turn volumes and the most recent daily street segment traffic. Table 5 uses current daily traffic volumes to determine daily volume-to-capacity ratios and levels of service. SANDAG data was used where available, supplemented by data from field counts. As indicated in a footnote to Table 5, the largest available ADT estimate for various road links was used in the traffic analysis in order to project a worst case estimate. The LOS C capacities were extracted from the County of San Diego Road Standards and Capacities Table (Figure 26, page 179). Peak hour counts were performed by Endo Engineering staff on January 26, 1994, while the machine counts were conducted by the County of San Diego and Caltrans.

Figure 27, Existing Traffic Volumes, page 180, includes peak hour turning movement volumes from January 1994 counts at eight key intersections, and daily traffic volume estimates from Table 5. ADT for traffic on I-15 between Gopher Canyon Road and Deer Springs Road was omitted from both Figure 24 and Table 5 because the project did not impact this link, based SANDAG models which predicted shorter travel times by other routes. ADT for I-15 both north of Gopher Canyon Road and south of Deer Springs Road was included in Table 5. SANDAG data was extracted from Average Weekday Traffic Volume 1988-1992. The Champagne Gardens area is subject to a considerable amount of traffic fluxuation due to the transient nature of many of the uses in the area; traffic can and has fluxuate considerable from year to year and even month to month⁴. The data contained in the Endo Engineering report represents the most up-to-date available at the time the report was written. A Series 8 data base was not used due to its incompleteness at the time of the study.

Street Segments

Interstate 15

Located adjacent to the west of the Champagne Gardens site, I-15 is a north/south Freeway that extends north from San Diego and continues into Riverside County. Interstate 15 is divided with four lanes in each direction and has a speed limit of 65 miles per hour north of Deer Springs Road. Two interchanges serve the immediate project area, with the interchange closest to the subject site situated at Gopher Canyon Road. Another interchange accesses I-15 at Deer Springs Road, roughly 2.8 miles south of the project site. Interstate 15 currently

⁴For a discussion and examples, see Exhibit F, Endo Engineering Letter dated October 4, 1995, Response 1b.

serves 57,000 ADT north of Gopher Canyon Road and 65,000 ADT south of Deer Springs Road, both at LOS B.

Champagne Boulevard

In the immediate project vicinity, Champagne Boulevard is a two-lane undivided roadway with bike lanes, which becomes a divided two-lane roadway between Gopher Canyon Road and Old Castle Road. North of Gopher Canyon Road, Champagne Boulevard becomes Old Highway 395. Champagne Boulevard flares at the intersections of Welk View Drive and Lawrence Welk Drive. There is a four way stop at Deer Springs Road, south of which the road becomes North Centre City Parkway. Identified on the Circulation Element as a Collector, Champagne Boulevard currently serves 4,900 ADT at LOS C north of Gopher Canyon Road; 4,600 ADT at LOS C north of Old Castle Road; 2,300 ADT at LOS B north of the project site; 2,700 ADT at LOS B north of Lawrence Welk Drive; and 6,200 ADT at LOS C north of Deer Springs Road.

Gopher Canyon Road

Gopher Canyon Road is a two-lane undivided roadway west of I-15, a two-lane divided road east of I-15, and a four-lane divided roadway under the freeway. STOP-sign controlled at Champagne Boulevard, Gopher Canyon Road has a posted speed limit of 50 mph. A diamond interchange provides access to and from I-15. Planned as a Collector, Gopher Canyon Road currently serves 7,300 ADT to the west and 4,000 ADT to the east of the highway, operating at LOS D and LOS A for these two segments, respectively.

Old Castle Road

Old Castle Road, posted at 50 mph, is a curvilinear, two-lane undivided roadway that extends easterly of Champagne Boulevard. Planned as a collector, Old Castle Road operates at LOS B east of Champagne Boulevard where it currently serves 3,700 ADT.

Lawrence Welk Drive

Extending easterly of Champagne Boulevard where it is STOP-sign controlled, Lawrence Welk Drive is a two-lane undivided curvilinear roadway. A non-masterplanned local road, Lawrence Welk Drive presently serves 200 ADT at LOS A west of Champagne Boulevard, and 1,500 ADT at LOS A east of Champagne Boulevard.

Deer Springs Road

Deer Springs Road is a two-lane undivided roadway with a diamond interchange at I-15, providing one travel lane and a left-turn lane in each direction on the freeway overcrossing. Deer Springs Road is masterplanned as a major road and controlled by a four-way stop at Champagne Boulevard, east of which it becomes Mountain Meadow Road and is classified as a collector. Deer Springs Road serves 12,600 ADT west of I-15, where it operates at LOS E, and 8,000 ADT east of I-15, where it operates at LOS D.

Daily Link Analysis

Sixteen road segments were analyzed for their present volume-to-capacity ratios, a factor which establishes what portion of the "design capacity" associated with each roadway segment is being utilized by current traffic. (For example, a volume-to-capacity [V/C] ratio of 1.0 indicates that the roadway is handling the maximum amount of traffic which it can accommodate while maintaining LOS C, a level of service established as appropriate by the County of San Diego for roadway links.). Table 5, page 187, shows the current daily V/C ratio and corresponding LOS on the sixteen studied road segments. As shown, current daily V/C ratios for the analyzed area roadways range from 0.03 (LOS A) to 1.77 (LOS E). Three roadway links, Gopher Canyon Road west of I-15, and Deer Springs Road, both west and east of I-15, presently exceed the design capacity at the upper limit of LOS C.

Intersections

Eight key unsignalized or all-way STOP intersections were analyzed as part of the traffic study, including:

- Gopher Canyon Road/Interstate 15 Southbound Ramps
- Gopher Canyon Road/Interstate 15 Northbound Ramps
- Gopher Canyon Road/Champagne Boulevard
- Old Castle Road/Champagne Boulevard
- Lawrence Welk Drive/Champagne Boulevard
- Deer Springs Road/Interstate 15 Southbound Ramps
- Deer Springs Road/Interstate 15 Northbound Ramps
- Deer Springs Road/Champagne Boulevard

Table 6, page 188, identifies the existing intersection lane geometrics for each of the affected intersections.

Unsignalized Intersections

Unsignalized intersections were analyzed by determining the reserve capacity and levels of service using the 1985 Highway Capacity Manual methodology; the PM peak hour results for these intersections are illustrated on Table 7, page 189. It should be noted that the LOS for an unsignalized intersection relating to general delay ranges does not correlate to the LOS for a signalized intersection.

As Table 7 indicates, calculated critical movements at the studied unsignalized intersections, based on intersection geometrics as summarized on Table 6, range from LOS A at Lawrence Welk Drive and Champagne Boulevard to LOS E at the Deer Springs Road and I-15 southbound and northbound ramps. In addition to the Deer Springs Road/I-15 ramp intersections, the Gopher Canyon Road/I-15 northbound and southbound ramps are also operating at unacceptable levels of service (LOS D), indicating that delays are occurring as motorists seek gaps in thru traffic on Gopher Canyon Road.

All-Way Stop-Controlled Intersection

The only existing all-way STOP-controlled intersection in the immediate project area is Deer Springs Road/Champagne Boulevard. The capacity and LOS of multi-way STOP-controlled intersections is a factor of the number of approach lanes and the distribution of demand among the approaches, and as mentioned previously, does not compare to the LOS for a signalized intersection. With this in mind, the LOS was calculated for the Deer Springs Road/Champagne Boulevard all-way STOP intersection, which was determined to be operating at LOS B (Table 8, page 190).

Cumulative Projects

Several substantial area developments are currently either approved and unconstructed or in the discretionary approval process as depicted on Figure 28, Location of Cumulative Projects, page 181:

1. Escondido Highlands
2. California State University at San Marcos (CSUSM)
3. White Water Canyon Waterpark

When implemented, these projects will contribute traffic impacts to the project area (see Table 9, Project-Related Trip Generation, page 191, cumulative projects portion of table) which have not been considered under existing traffic conditions. These projects include:

1. Escondido Highlands, which includes 730 residential lots, 39 of which are estate lots. Assuming a trip generation rate of 12 ADT/DU for the estate lots and 10 ADT/DU for the remaining residences, Escondido Highlands can be expected to add approximately 7,380 daily trip ends to the area circulation system.
2. California State University at San Marcos (CSUSM), located on the east side of Twin Oaks Valley Road south of SR 78, west of I-15, in the City of San Marcos. CSUSM is projected to accommodate 13,374 full-time equivalent students (FTES) by the year 2010, with one FTES representing either one full-time or two part-time students. Based on SANDAG rates, CSUSM can be anticipated to generate 33,440 ADT; 90 ADT inbound/211 outbound during the PM peak hour.
3. Although the project traffic analysis (Appendix B) included assessment of the White Water Canyon Waterpark, which was in process at the County of San Diego at the time the Champagne Gardens traffic study was performed, the waterpark has since been denied and is no longer under consideration. Therefore, it should be noted that the "cumulative projects" assessment would be 2,000 ADT less impactful than noted in the project traffic study.

Standards of Significance

1. Level of Service declines on one or more area roadways as a result of project impacts.
2. Level of Service declines on one or more intersections as a result of project impacts.
3. Signal warrants are exceeded for one or more area roadways as the result of project impacts.

Impacts of the Project

Analysis of Significance: Implementation of the Champagne Gardens project will significantly impact the area circulation system. Mitigation is proposed, however, which will reduce the traffic impacts to below a level of significance in accordance with CEQA. The impacts are:

1. Impacts of Project-Generated Traffic

The development of Champagne Gardens would result in the construction of primary and supplementary visitor-serving commercial uses in seven sub-areas on the project site. In order to assess the total project's potential to impact existing and future area circulation, traffic generation from onsite development was calculated using trip

generation rates taken from SANDAG's San Diego Traffic Generators, revised October, 1993. The calculated results are presented in Table 9⁵, page 191, which shows the trip generation rates utilized and daily and peak hour trip generation forecast classified by sub-area, as well as aggregated for an entire maximum project total. In estimating project-generated traffic, most of the ancillary uses have been combined with major trip generators in each planning area; rather than create trip generations for the unique ancillary uses and then estimate trip overlap onsite, trip generation will assume that visitors accessing a primary onsite use will also access a secondary use.

Onsite uses have been categorized in the following ways for attribution of daily trips:

- a. Sub-areas 2, 3, and 4 include three different activity centers, connected by one loop access road. A retail center comprised of specialty shops and restaurants, is proposed in Sub-areas 2 and 3, situated between the parking and entertainment facilities, which include an amphitheater (with entertainment generally projected to begin at 8:00 PM, after the termination of peak hour roadway traffic) and two smaller theaters. The specialty shops and restaurants in this case were assumed to be the primary uses, while the entertainment facilities were assumed to be secondary uses. A conservatory planned for Sub-areas 2 and 3 was also considered a secondary use, as its patrons will likely visit the specialty retail shops, the restaurants, or the hotel, as well. An administration building proposed adjacent to the conservatory was evaluated as a standard commercial office use.
- b. A suite-hotel/time share was considered to be the primary use in Sub-area 4, while secondary uses include a health spa, a conference center (both located within the hotel), and a hotel administration building; the trip generation factor for the primary uses in Sub-area 4 was based on SANDAG's "hotel with facilities" traffic generator category.
- c. Sub-area 5 mainly includes expansions of existing onsite uses; the primary new use would be a bed-and-breakfast facility; a small café is proposed as an adjunct to the bed-and-breakfast inn. New primary traffic generators in Sub-area 5 also include a small retail area and expansion of an existing warehouse.

⁵ As noted previously, project traffic is 6% less than the project analyzed in the technical traffic report. Figure 29 and all relevant figures and tables other than Table 9, use the original higher traffic numbers. The trip generation number used in the technical study are shown in Table 4-1 of Appendix B.

- d. Sub-areas 6 and 7 include a motel, retail, and restaurant uses; the separation between the retail and the restaurant uses favor consideration of each as a primary traffic generator.

To insure a conservative analysis, the traffic study assumed that there would be no trip overlap between the primary uses.

As shown on Table 9, page 191, the total "maximum use" project would generate 8,360 ADT; 1,138 of these trips (633 inbound and 505 outbound) would occur during the evening peak hour (between 4:00 and 6:00 PM). During the morning peak hour (between 7 and 9 AM), 387 vehicles would enter or leave the site (224 inbound and 163 outbound). The total project trip generation has been distributed and assigned to the area circulation system based on the SANDAG Series 7 Model select zone runs, as shown on Figure 29, Project Traffic Assignment, page 182. Series 7 was used rather than Series 8 because the later series was not well defined at the time the traffic report was being prepared.

SANDAG's model predicted a shorter travel time for southbound project traffic if it went south on Champagne Boulevard to Deer Springs Road to I-15, rather than north to Gopher Canyon Road and then south on I-15. Therefore, no project traffic impact was assigned to I-15 between Gopher Canyon Road and Deer Springs Road. This methodology was discussed and documented with DPLU staff prior to initiation of the traffic study. Again in consultation with DPLU and prior to initiation of the traffic study, it was agreed to include heavy vehicles in the traffic analysis by using a 2 percent default value for heavy vehicles in the peak hour signalized intersection analysis.

Table 9 also shows the trip generation of cumulative projects in the vicinity (see Figure 28, Location of Cumulative Projects, page 181). Of the 40,820 cumulative daily trips analyzed, 1,039 trips (607 inbound and 432 outbound) can be anticipated during the evening peak hour and 925 trips (420 inbound and 505 outbound) during the morning peak hour time frames. Total Cumulative Projects traffic has been distributed and assigned to vicinity roadways as shown on Figure 30, Cumulative Projects Traffic Assignment, page 183.

2. Impacts of "Existing Plus Project" Traffic

"Existing plus project" daily traffic volumes as distributed to the area circulation system are illustrated on Figure 31, page 184. Table 10, page 192, summarizes the "existing plus project" daily volume/capacity (V/C) ratios and LOS summary. As shown on Table 10, 11 of the 17 links analyzed would operate with acceptable levels

of service on a daily basis with existing geometrics. However, six links located along Champagne Boulevard, Gopher Canyon Road, and Deer Springs Road, each with a projected LOS D or E, would require improvements to accommodate "existing plus project" traffic at acceptable levels of service.

Table 11, page 193, compares "existing" and "existing plus project" daily V/C ratios and levels of service on the affected roadways. As indicated, with existing lane geometrics, levels of service will change on ten street segments with the addition of project-related traffic. Three links along Champagne Boulevard will drop to unacceptable levels of service if no improvements are made prior to complete project build-out. Project-related traffic will also contribute to existing unacceptable levels of service along Deer Springs Road.

In summary, the daily impact analysis findings show that Gopher Canyon Road and Deer Springs Road in the vicinity of the freeway interchanges will operate at unacceptable levels of service with or without the project. Project-related traffic volumes will contribute to unacceptable levels of service on Champagne Boulevard if no improvements are made beyond existing conditions.

3. Impacts of "Existing Plus Project Plus Cumulative Projects"

Figure 32, page 185, and Table 12, page 194, summarize the "existing plus project plus cumulative projects" daily traffic volumes and V/C ratios, assuming existing roadway geometrics. As indicated, 8 of the 13 links analyzed would operate at acceptable levels of service on a daily basis with current geometrics. The five links projected to experience unacceptable levels of service on a daily basis are along Champagne Boulevard, Gopher Canyon Road, and Deer Springs Road.

4. Impacts of SANDAG 2010 Daily Forecast Analysis

The Series 7 Regional Transportation North County Model, developed by SANDAG to determine traffic volumes for the year 2010, was utilized to project area traffic for Champagne Gardens (Figure 33, Series 7 Traffic Volumes, page 186). The model assumes that roadways will be built to their masterplanned design classifications. The Series 7 daily V/C ratios and LOS are shown in Table 13, page 195. As noted, when project traffic is included and masterplanned geometrics are assumed, all of the surface street links analyzed would operate at acceptable levels of service on a daily basis. The I-15 links would, however, operate at LOS E and F under Series 7 conditions.

5. Impacts of Future Traffic

a. "Existing Plus Project" Scenarios

Using lane geometrics shown on Table 6, page 188, HCM values for "existing plus project" and "existing plus project plus cumulative projects" conditions were calculated. Future HCM and levels of service for unsignalized intersections are provided in Tables 14 and 15, pages 196 and 197, which indicate that, without improvements to existing conditions, all of the key unsignalized intersections would operate at unacceptable levels of service.

Other than Champagne Boulevard/Lawrence Welk Drive, all of the intersections operating at unacceptable levels of service warrant signalization under "existing plus project" conditions (see section 6. Traffic Signal Warrants, below). The future HCM and level of service values have been calculated for the key intersections, assuming no improvements to existing geometrics and the installation of signals at each key intersection (see Table 16, page 198). As noted, under these conditions, all of the key intersections would operate at acceptable levels of service.

Project-generated traffic will create significant impacts at the following two key intersections, based on the increase in their V/C ratios: (1) I-15 southbound ramps at Deer Springs Road and (2) Champagne Boulevard at Deer Springs Road. The cumulative project impacts will be significant at the I-15 southbound ramps at Deer Springs Road.

b. Series 7 Scenario

Table 17, page 199, identifies the Series 7 HCM and level of service values for the future unsignalized intersection. As shown, the Lawrence Welk Drive/Champagne Boulevard intersection will operate at level of service F, warranting a signal under Series 7 conditions (see section 6. Traffic Signal Warrants, below).

Future HCM and levels of service for the key signalized intersections under Series 7 traffic volumes are noted on Table 18, page 200. As indicated, with installation of signals and no improvements beyond existing geometrics, two of the key intersections would operate at acceptable levels of service. Improvements beyond existing geometrics (Table 19, page 201) would be required in order for the remaining six intersections to operate at acceptable levels of service.

6. Impacts of Traffic Signal Warrants

Signal warrants are exceeded for existing traffic volumes at the intersections of both the northbound and southbound I-15 ramps with Deer Springs Road. With the addition of project traffic, the following intersections will also exceed signal warrants:

- Interstate 15 northbound ramps at Gopher Canyon Road
 - Interstate 15 southbound ramps at Gopher Canyon Road
 - Champagne Boulevard at Old Castle Road
 - Champagne Boulevard at Deer Springs Road
 - Champagne Boulevard at the main project access.

Under ultimate conditions, the Champagne Boulevard/Lawrence Welk Drive intersection will also exceed design level signal warrants.

7. Impacts of Site Access and Internal Circulation

The proposed site access points are considered adequate to serve the Champagne Gardens land uses. STOP signs should be installed at all unsignalized site egress points to control exiting traffic, and project landscaping and signage should be low and forgiving in nature to avoid interference with sight distance at access points and internal intersections. Street lights and sidewalks should be provided in accordance with County standards. The internal circulation system proposed has been reviewed from a traffic engineering perspective and found satisfactory. All streets onsite will be designed and constructed to comply with San Diego County Standards.

8. Impacts of Parking

Table 20, page 202, summarizes the project's proposed parking, as provided by sub-area. In total, the project includes 1,579 parking spaces, 20 of which are bus spaces. This total includes a parking structure in Sub-areas 2 and 3, capable of handling 740 vehicles and 20 buses. Handicapped parking will be also be accommodated, as state requirements specify that a parking lot with more than 500 spaces should include one handicapped space for each 200 parking spaces provided (see Table 21, ADAAG Requirements for Accessibility of Parking Spaces, page 203).

Although, per County standards, the number of proposed parking spaces is one space short of the number calculated for the maximum structural area associated with the Specific Plan, it should be noted that this FEIR is addressing maximum site usage, and definitive building floor areas have not been established at this time. As described below, the proposed parking is considered by the project traffic engineers to be more than adequate to meet the peak parking demand associated with the project.

County parking standards are based on isolated free-standing land uses and do not reflect the reciprocal parking that occurs with mixed-use developments, which typically have a lower parking demand than free-standing developments of similar size and character. With such mixed use complexes, people who drive to the site frequently visit more than one use without moving their parked vehicle. Additionally, the hourly accumulation of parked vehicles is different for various land uses with staggered parking requirements providing opportunities for shared use of parking facilities. There are also seasonal variations in parking demand, occurring as the result of different seasonal occupancy peaks. Retail and office facilities typically reach peak occupancy in fall or winter, whereas restaurants, hotels and theaters experience peak occupancy in the summer. Parking demand is also related to such site specific factors as transit availability and the provision of bus parking spaces.

Mitigation Measures

1. Mitigation of Project Generated Traffic and Future Traffic Projections

Impacts are significant but mitigable. The following mitigation will be required for Champagne Boulevard:

- a. The project shall construct Champagne Boulevard (SA 15) along the project frontage to its master planned half-width (County Circulation Element Commercial Collector Road Standards (plus bike lanes) with appropriate transitions/tapers). Each sub-area shall improve its frontage in conjunction with its onsite improvements.
- b. Access rights onto Champagne Boulevard, except for the project access roads, shall be relinquished at the time of implementation.
- c. Left turn pockets on Champagne Boulevard will be provided for left-turning movements into the project entrances at the time of implementation, subject to the approval of the Director of Public Works.
- d. Road access to the project shall be designed to provide intersectional sight distance of four hundred fifty feet (450') along Champagne Boulevard for motorists leaving the site.

2. The project shall fully construct traffic signals at the following intersections:

- Champagne Boulevard at the Main Project Access to Sub-areas 2, 3, and 4

- Champagne Boulevard at Deer Springs Road
- Champagne Boulevard at Gopher Canyon Road
- Champagne Boulevard at Old Castle Road

The signalization at the Champagne Boulevard/Main Project Access intersection shall be constructed in conjunction with onsite development in Sub-areas 2, 3 and 4.

The signalization at the Champagne Boulevard/Deer Springs Road and Champagne Boulevard/Gopher Canyon Road intersections shall be constructed in conjunction with the first onsite development.

The signalization at the Champagne Boulevard/Old Castle Road intersection shall be constructed prior to issuance of building permits within the project area which will generate additional traffic above a cumulative total of 4,180 ADT. Trip generation rates for development within the project sub-areas are provided in Table 9 of the FEIR, page 191.

3. Mitigation for traffic signal warrants:

- a. The project shall provide fair share traffic signal contributions in accordance with the percentage of traffic generation for each Sub-area per Table 21A at the following intersections:

- I-15 northbound ramps at Gopher Canyon Road.
- I-15 southbound ramps at Gopher Canyon Road.
- Champagne Boulevard/Lawrence Welk Drive.
- I-15 northbound ramps/Deer Springs Road.
- I-15 southbound ramps/Deer Springs Road.

- b. All stop signs (or any construction of traffic signals) should be reviewed by the Traffic Advisory Committee (TAC) and approved by the Board of Supervisors.

4. The project shall provide a 500 foot right turn lane at the I-15/Deer Springs Road Northbound Off-ramp. The improvement shall be constructed in conjunction with the first onsite development.

5 Mitigation for Internal Circulation

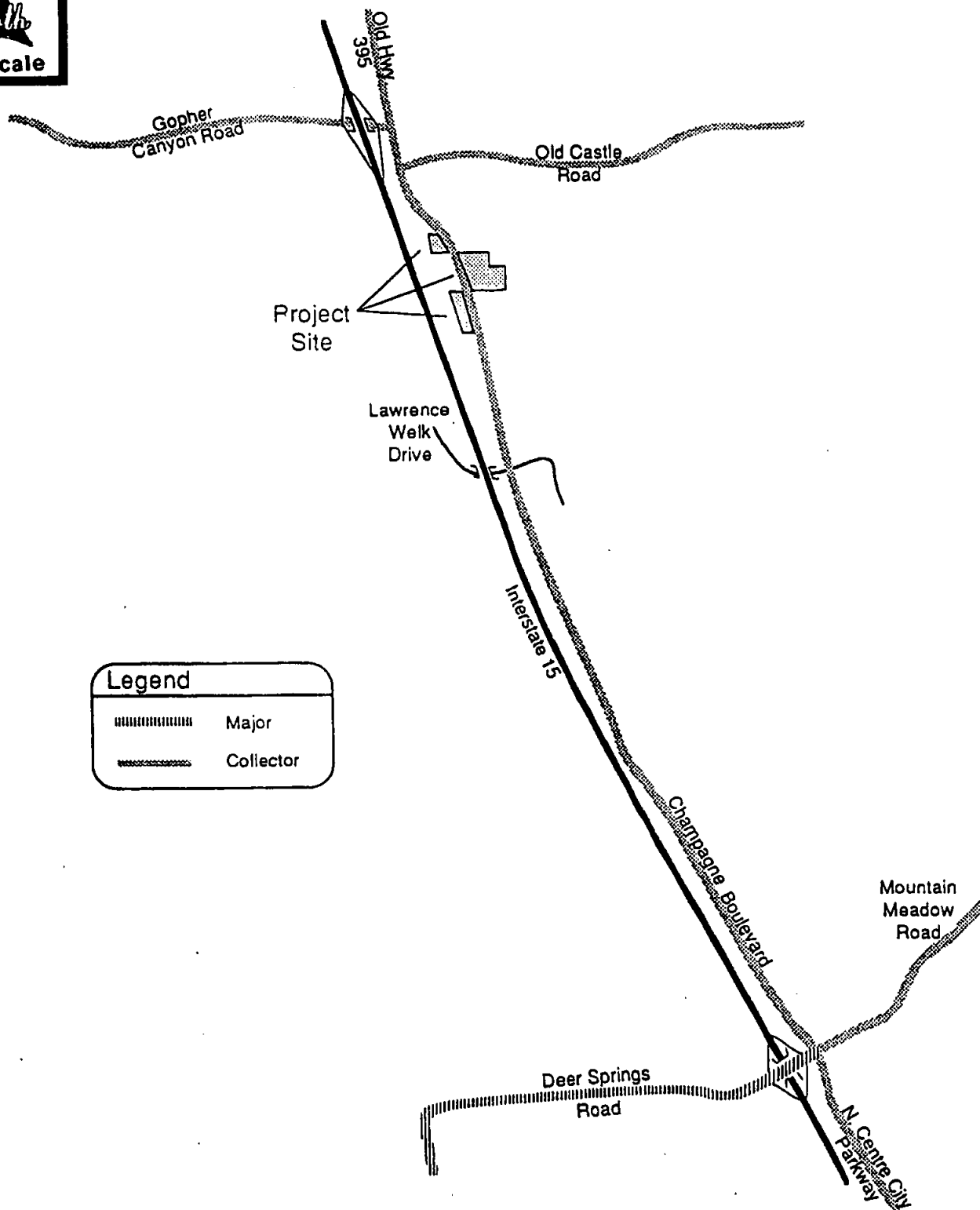
- a. Specific design standards for internal streets shall be consistent with County requirements. Project entrances/driveways shall be to the satisfaction of the Director of Public Works.
- b. The proposed cross-sections and roadway layout shall be subject to the review and approval of the County Traffic Engineer during the development review processes implementing the Specific Plan, to insure compliance with the County of San Diego design standards. The project shall demonstrate that realignments conform to the EIR mitigation measures for biological resources. (See Table 4B)
- c. Sidewalks and streetlights shall be installed onsite as specified by the County of San Diego.
- d. STOP signs shall be installed to control project-related traffic at all unsignalized site egress points.

6. Mitigation for Parking

- a. Sub-areas 1, 5, 6, and 7 shall provide parking within their individual areas sufficient to adequately serve the proposed uses. Maximum parking is:

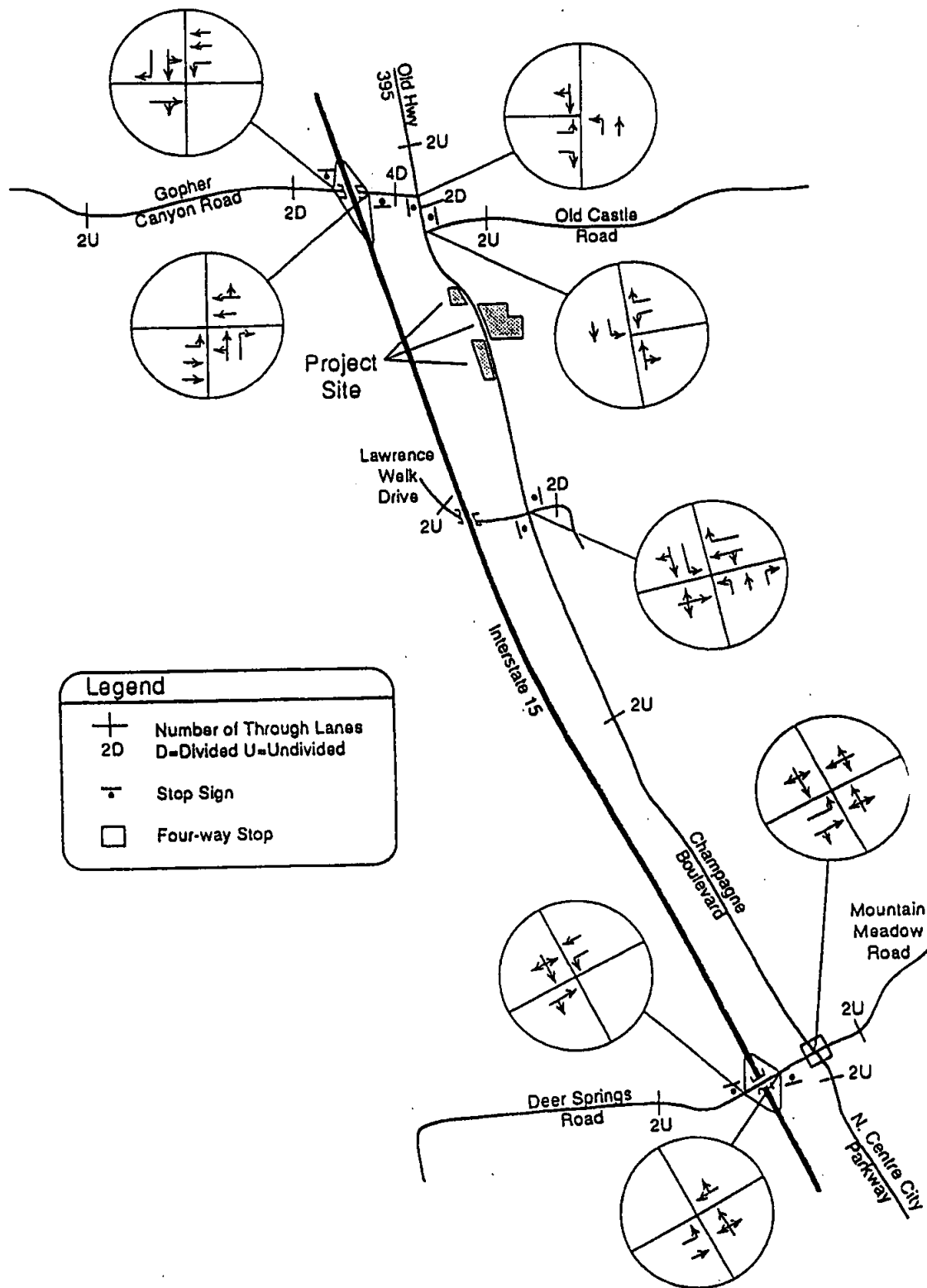
Sub-area	Required Spaces
1	77
5	138
6	280
7	36

- b. A condition of the Major Use Permit shall be that Sub-areas 2, 3, and 4 provide adequate parking collectively. Total parking to be provided in the three sub-areas shall be a minimum of 1,135 parking spaces. At the time any of these sub-areas comes forward, a shared parking plan must be provided which will specify the timing of implementation of parking facilities. Sub-area 3 may not come forward without concurrent implementation of Sub-area 2, due to the low number of parking spaces planned in relation to planned uses in this area.



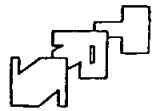
Circulation Element

Figure 24



Existing Circulation System

Figure 25



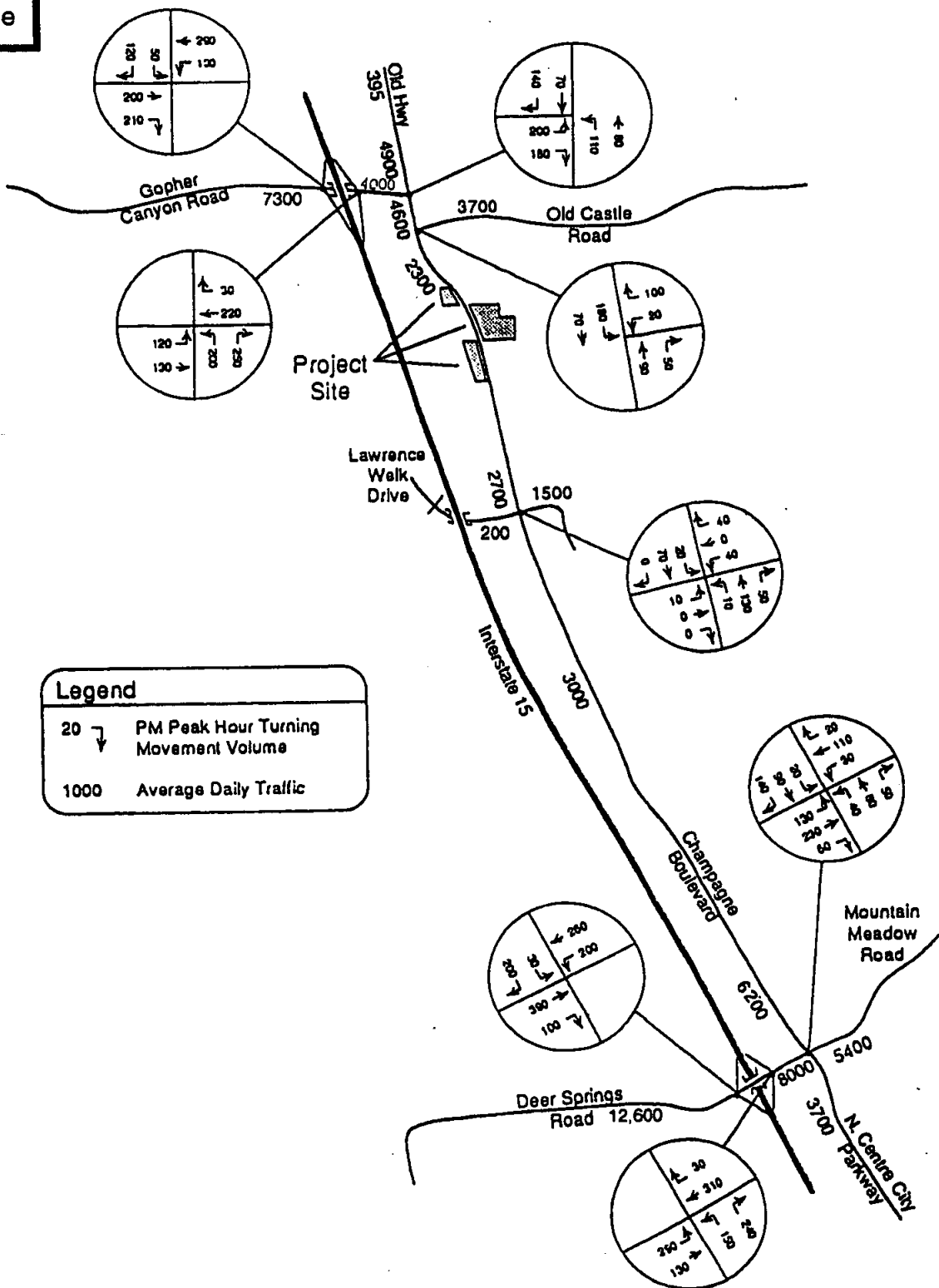
Summary of County of San Diego Public Road Standards

Figure 26

CLASS	CIRCULATION ELEMENT ROAD CROSS-SECTIONS										AVERAGE DAILY VEHICLE TRIPS (ADT)				
											LEVEL OF SERVICE (LOS)				
	Median	Traveled way	Shoulder	Parkway strip	Roadbed	R/W*	Min. curve radius	Max. grades	Min. design speed (mph)		A Free flow	B Steady flow	C Stable flow	D Approach unstable	E Unstable flow
EXPRESSWAY Divided highway with only selected public road access with full grade separations	34'	36'	10'	10'	126'	146'	1200'	6%	55		<36,000	<54,000	<70,000	<86,000	<108,000
PRIME ARTERIAL Divided highway, signalized intersections, access control, or extra lanes as required	14'	36'	8'	10'	102'	122'	1200'	6%	55		<22,200	<37,000	<44,600	<50,000	<57,000
MAJOR ROAD 4-lane divided road, access & parking controlled as necessary	14'	24'	8'	10'	78'	98'	1200'	7%	55		<14,800	<24,700	<29,600	<33,400	<37,000
COLLECTOR 4-lane undivided road	—	24'	8'	10'	64'	84'	700'	7%	45		<13,700	<22,800	<27,400	<30,800	<34,200
LIGHT COLLECTOR 2-lane undivided road	—	12'	8'	10'	40'	60'	700'	9%	45		<1,900	<4,100	<7,100	<10,900	<16,200
RURAL COLLECTOR 2-lane undivided road, extra R/W allows greater flexibility & upgrade	—	12'	8'	22'	40'	84'	500'	12%	40		<1,900	<4,100	<7,100	<10,900	<16,200
RURAL LIGHT COLLECTOR 2-lane undivided road, decreased "curve radii" standards	—	12'	8'	10'	40'	60'	500'	12%	40		<1,900	<4,100	<7,100	<10,900	<16,200
RURAL MOUNTAIN 2-lane undivided road appropriate only in rural mountain areas	—	12'	8'	30'	40'	100'	500'	12%	40		<1,900	<4,100	<7,100	<10,900	<16,200
RECREATIONAL PARKWAY Recreational routes for travel pleasure purposes	—	12'	8'	30'	40'	100'	400'	12%	25		<1,900	<4,100	<7,100	<10,900	<16,200
NON-CIRCULATION ROADS															
RESIDENTIAL COLLECTOR	—	12'	8'	10'	40'	60'	300'	12%	30		<4,500	Levels of service are not applied to non-circulation roads since their primary purpose is to serve abutting lots, not carry through traffic. Levels of service normally apply to roads carrying through traffic between major trip generators and attractors. Not all non-circulation road classifications are shown.			
RESIDENTIAL STREET	—	12'	6'	10'	36'	56'	200'	15%	30		<1,500				
RESIDENTIAL LOOP/CUL-DE-SAC	—	12'	4'	10'	32'	52'	200'	15%	30		<200				

*Additional pavement and R/W may be required for C.E. Collectors and L.L. Collectors in Industrial/Commercial Zones, 4 and 12 ft., respectively. C.E. roads needing additional turn lanes will require an additional 12 to 14 ft. of pavement and R/W for each lane. C.E. roads designated with 8 ft. Lanes will require an additional 10 ft. of pavement and R/W.

†For full standards, refer to Public Road Standards, adopted by the Board of Supervisors on 2/26/92



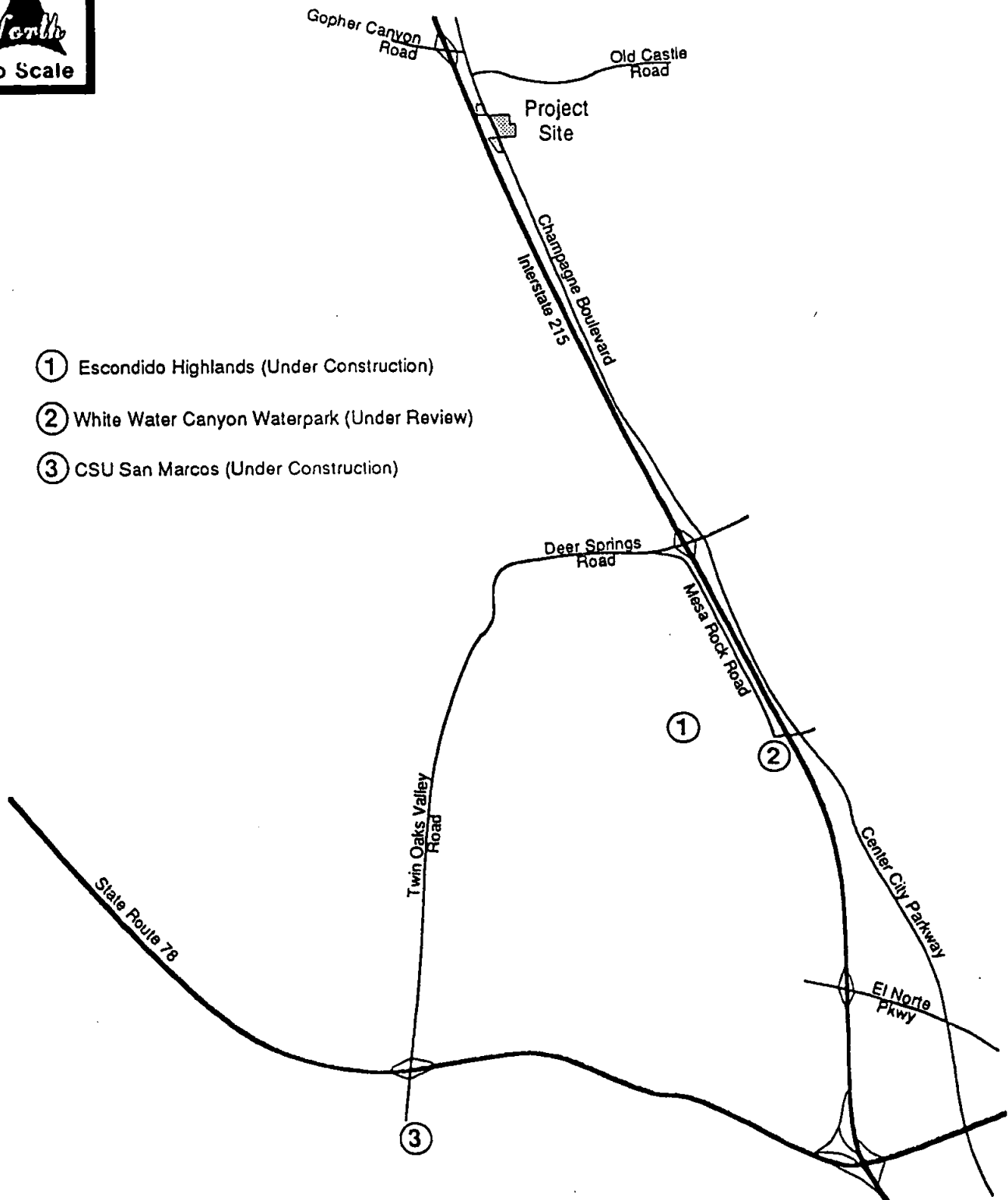
Existing Traffic Volumes

Figure 27



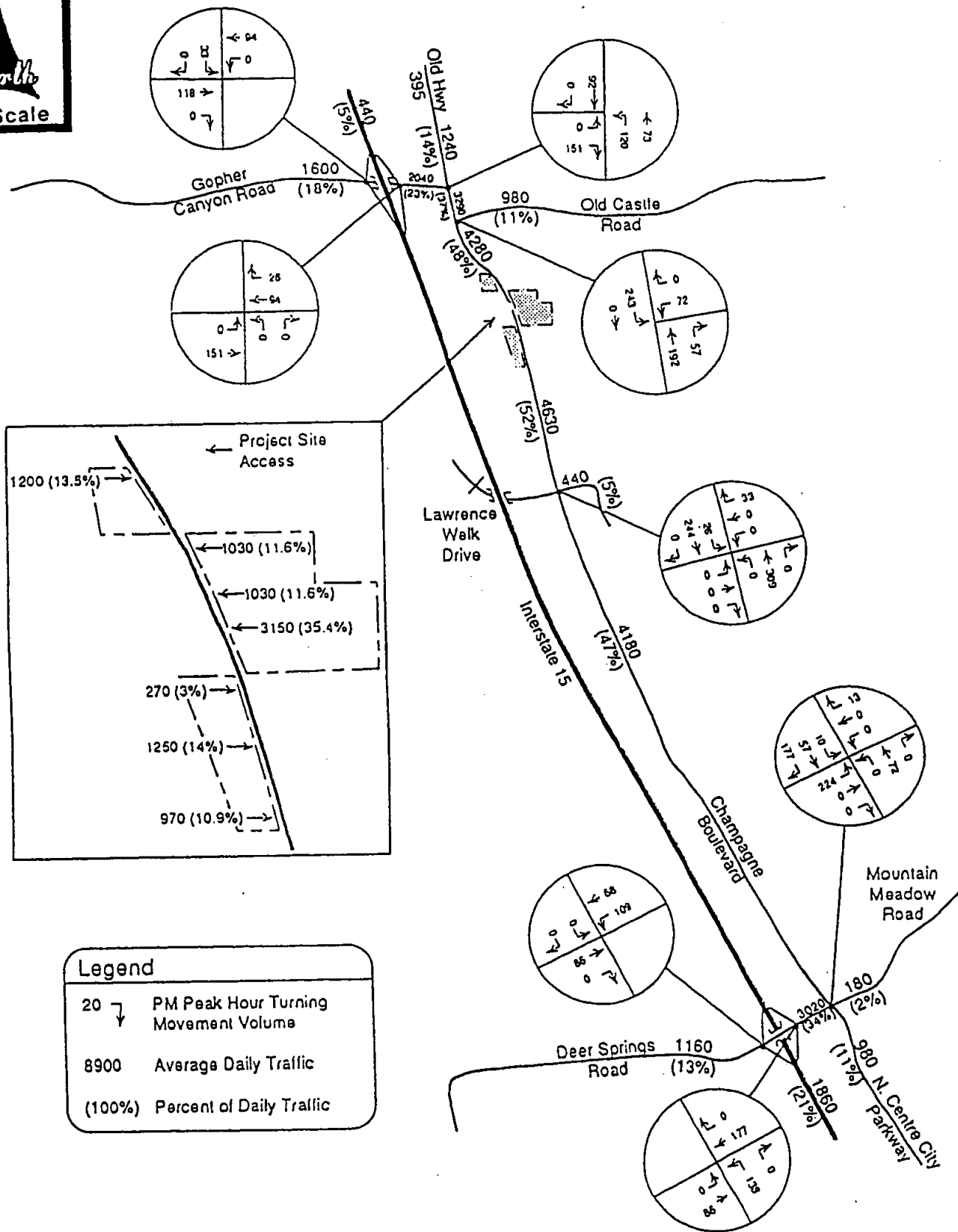
No Scale

- ① Escondido Highlands (Under Construction)
- ② White Water Canyon Waterpark (Under Review)
- ③ CSU San Marcos (Under Construction)



Location of Cumulative
Projects (Traffic)

Figure 28



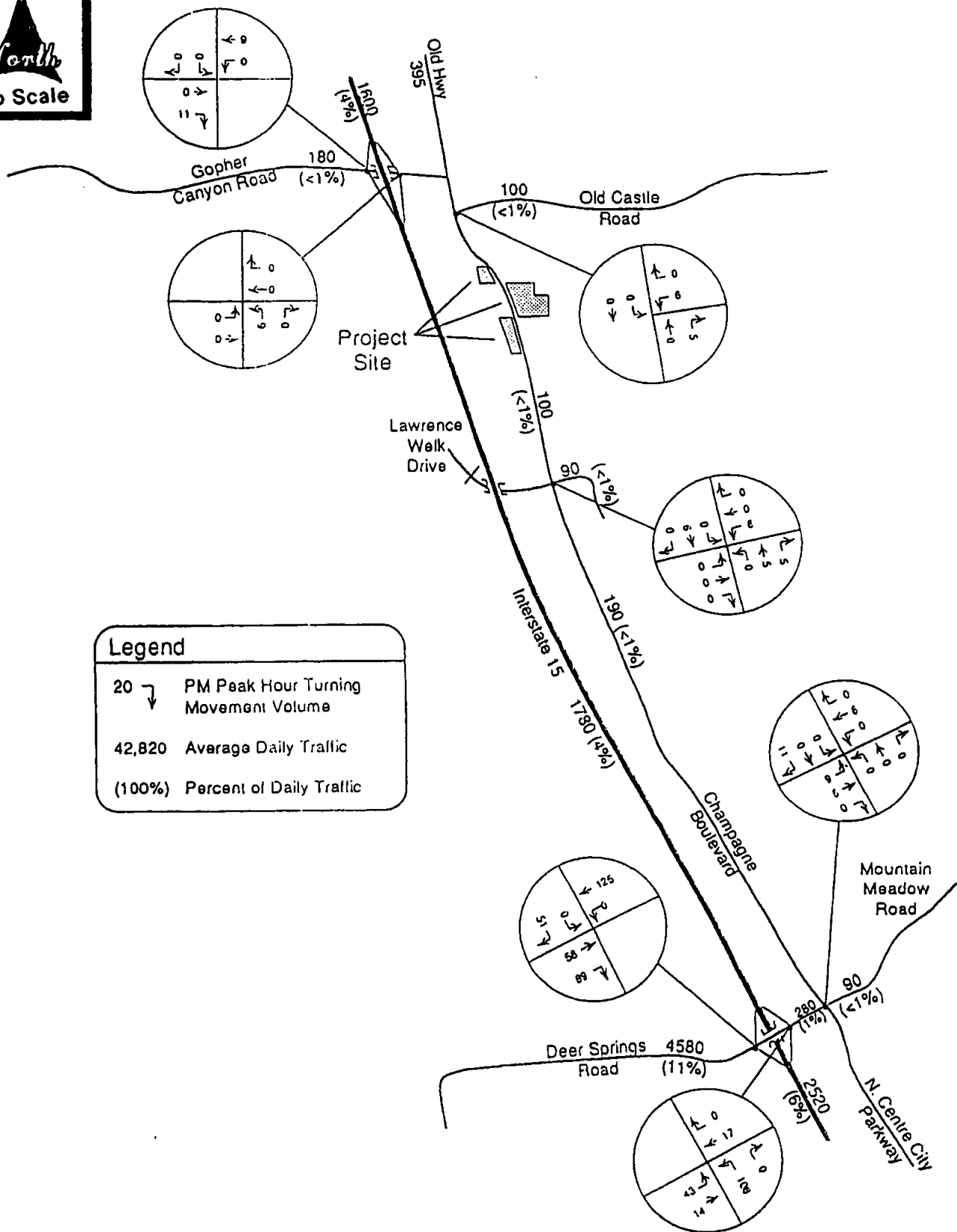
Legend

- 20 ↘ PM Peak Hour Turning Movement Volume
- 8900 Average Daily Traffic
- (100%) Percent of Daily Traffic



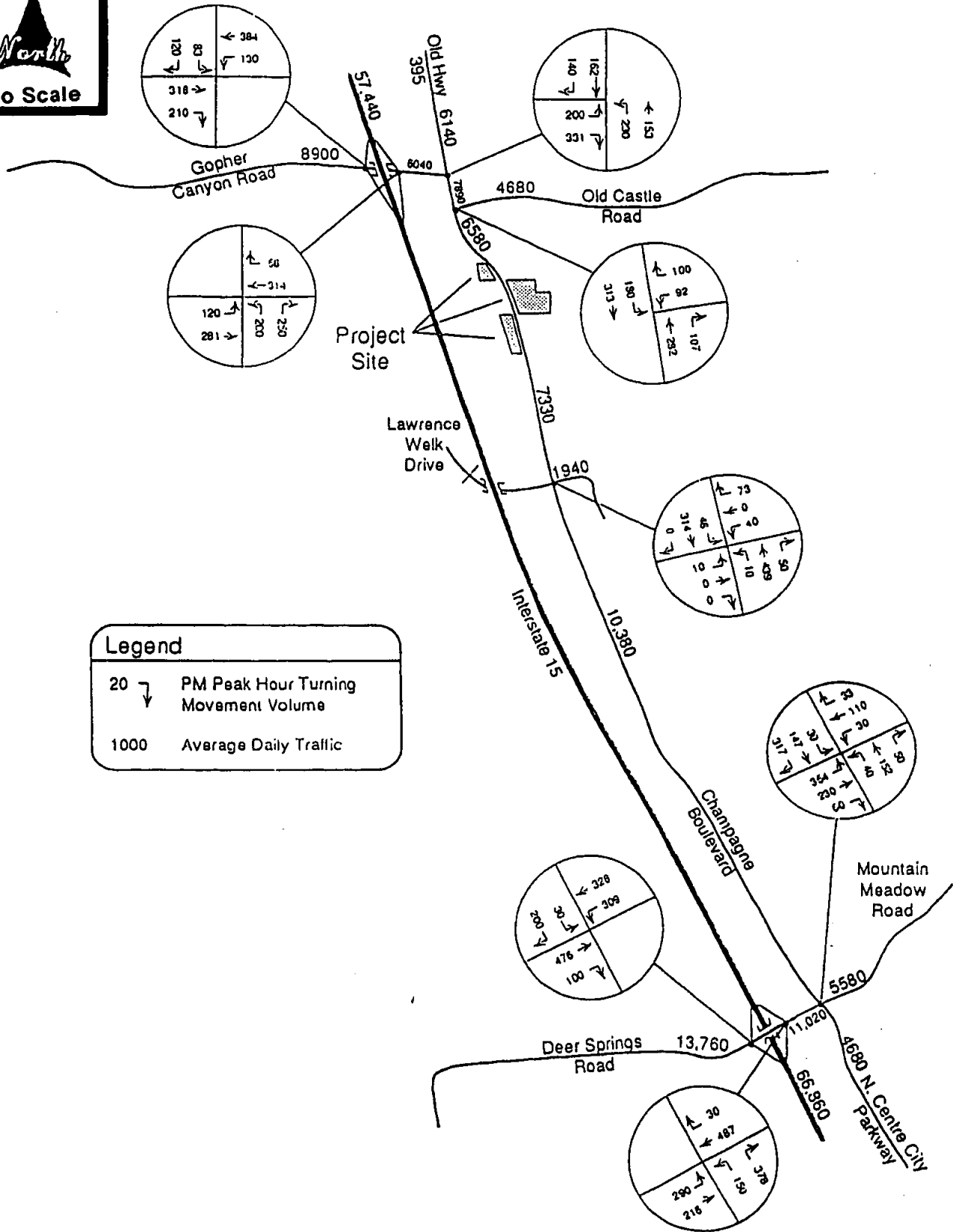
Project Traffic Assignment

Figure 29



Cumulative Projects Traffic Assignment

Figure 30

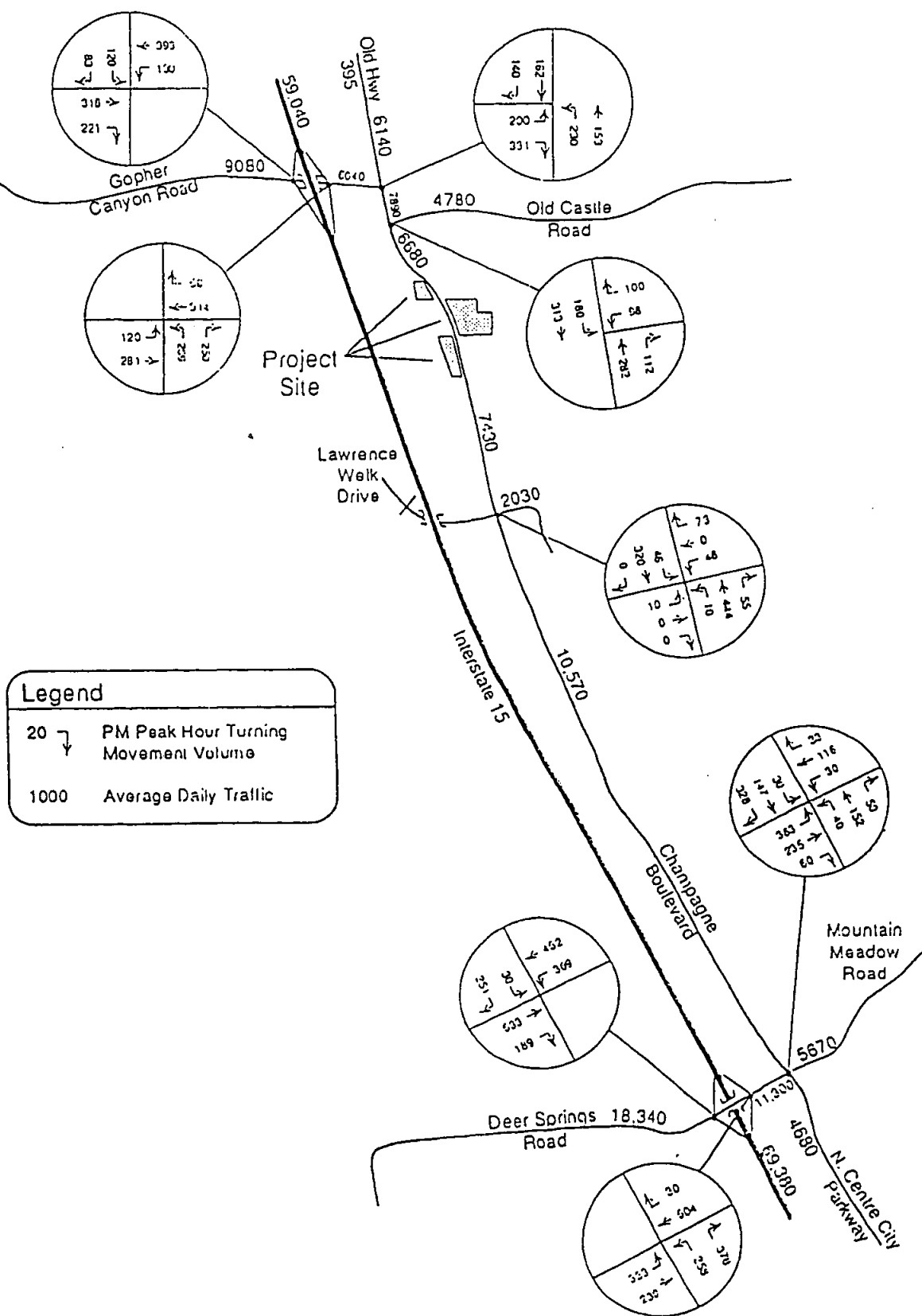


**Existing Plus
Project Traffic Volumes**

Figure 31



No Scale

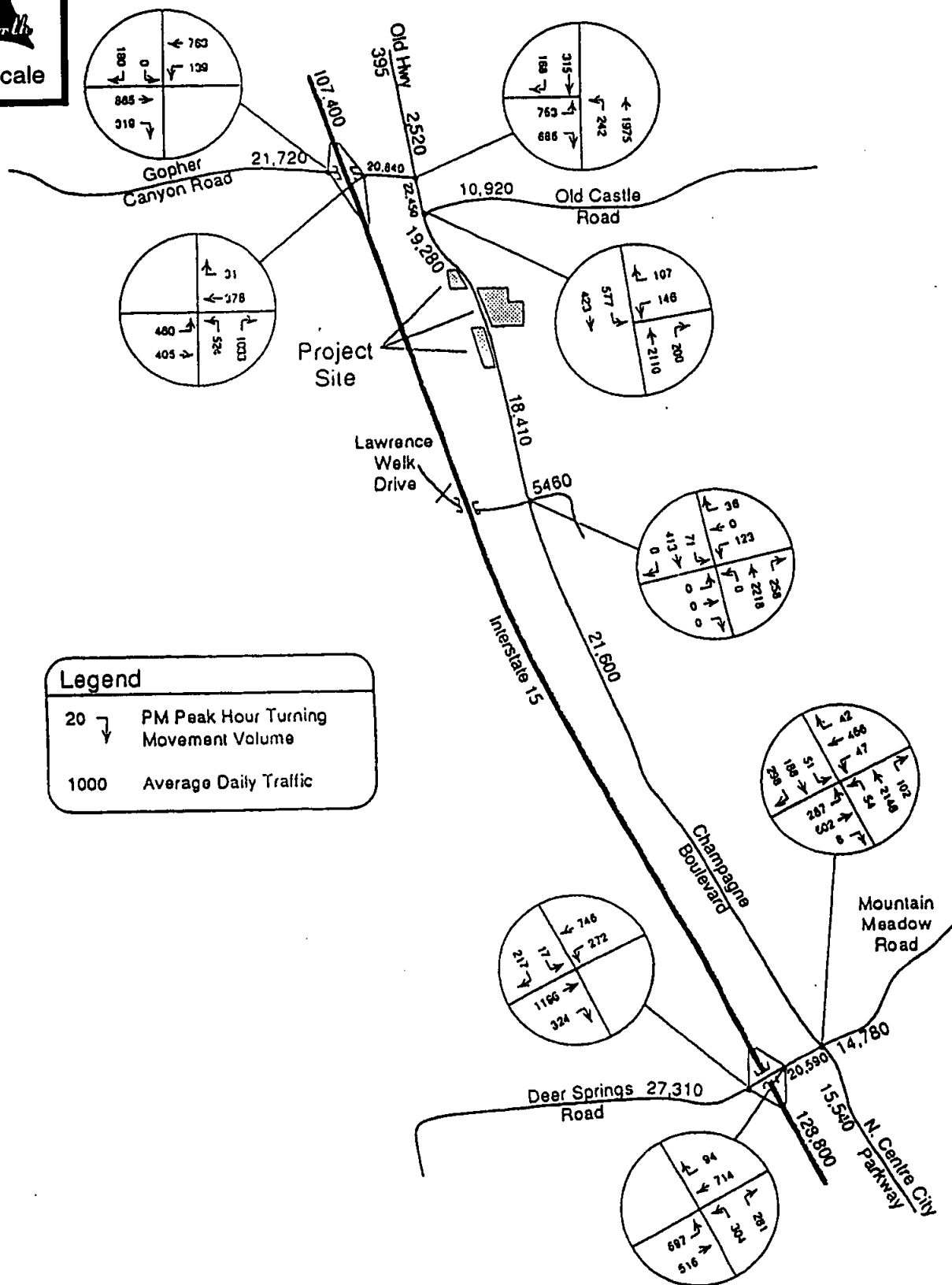


Existing Plus Project Plus
Cumulative Traffic Volumes

Figure 32



No Scale



Series 7 Traffic Volumes

Figure 33

Table 5
Current Daily V/C Ratio
and LOS Summary

Roadway Link	A.D.T. ^a (Veh/Day)	Design Capacity ^b (Veh/Day)	V/C Ratio	Level of Service ^c
Interstate 15				
- North of Gopher Canyon Road	57,000	95,000	0.60	B
- South of Deer Springs Road	65,000	95,000	0.68	B
Champagne Boulevard				
- North of Gopher Canyon Road	4,900	7,100	0.69	C
- North of Old Castle Road	4,600	7,100	0.65	C
- North of Project Site	2,300	7,100	0.32	B
- North of Lawrence Welk Drive	2,700	7,100	0.38	B
- North of Deer Springs Road	6,200	7,100	0.87	C
North Centre City Parkway				
- South of Deer Springs Road 1991	3,700	7,100	0.52	B
Gopher Canyon Road				
- West of Interstate 15	7,300	7,100	1.03	D
- East of Interstate 15 1989	4,000	27,400	0.15	A
Old Castle Road				
- East of Champagne Boulevard	3,700	7,100	0.52	B
Lawrence Welk Drive				
- West of Champagne Boulevard	200	7,100	0.03	A
- East of Champagne Boulevard	1,500	7,100	0.21	A
Deer Springs Road				
- West of Interstate 15	12,600	7,100	1.77	E
- East of Interstate 15 1989	8,000	7,100	1.13	D
Mountain Meadow Road				
- East of Champagne Boulevard	5,400	7,100	0.76	C

a. These values represent the largest ADT for each link shown in Figure 17

b. These values represent the daily volume at the upper limit of LOS C for each link per Figure 16

c. These designations were determined by comparing the ADT shown for each link to the daily volume at the upper limit of each LOS shown in Figure 16 to establish which LOS applies to each link at present.

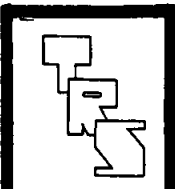


Table 6
Existing Intersection
Lane Geometrics

Intersection	Northbound			Southbound			Eastbound			Westbound		
	T	R	L	T	R	L	T	R	L	T	R	L
Gopher Canyon Road at												
- Interstate 15 SB Ramps ^b	0	0	0	1	1	0	1	1	0	2	0	1
- Interstate 15 NB Ramps	1	1	0	0	0	0	2	0	1	2	0	0
- Champagne Boulevard	1	0	1	1	0	0	0	1	1	0	0	0
Old Castle Road at												
- Champagne Boulevard	1	0	0	1	0	1	0	0	0	0	1	1
Lawrence Welk Drive at												
- Champagne Boulevard	1	1	1	1	0	1	1	0	0	1	1	0
Deer Springs Road at												
- Interstate 15 SB Ramps ^c	0	0	0	1	0	0	1	0	0	1	0	1
- Interstate 15 NB Ramps ^c	1	0	0	0	0	0	1	0	1	1	0	0
- Champagne Boulevard	1	0	0	1	0	0	1	0	1	1	0	0

a. T = Through Lane; R = Exclusive Right Turn Lane; L = Exclusive Left Turn Lane.

b. Although the approach is only stripped for one lane, the width of the eastbound approach allows motorists making right-turns to queue separately from the left and through movements queues.

c. Although the ramp is only stripped for one lane, the width of the off ramp allows motorists making right-turns to queue separately from the left and through movements queues.

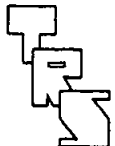


Table 7
Existing LOS at
Unsignalized Intersections

Intersection	Critical Move ^a	Reserve Capacity (pcph)	Level of Service ^b
Gopher Canyon Road at			
- Interstate 15 SB Ramps	SBL	103	D
- Interstate 15 NB Ramps	NBL	168	D
- Champagne Boulevard	EBL	228	C
Old Castle Road at			
- Champagne Boulevard	WBL	376	B
Lawrence Welk Drive at			
- Champagne Boulevard	EBL	423	A
Deer Springs Road at			
- Interstate 15 SB Ramps	SBL	72	E
- Interstate 15 NB Ramps	NBL	21	E

- a. Critical move is the movement with the smallest reserve capacity (e.g. SBL is the southbound left-turn).
- b. The LOS was determined from the reserve capacity table in the Appendix that details the relationship between the reserve capacity in passenger cars/hour (pcph) and the LOS.

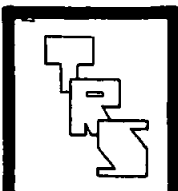


Table 8
**Existing LOS at All-Way
STOP Intersection**

Intersection	Average Delay (Seconds)	Level of Service
Deer Springs Road at - Champagne Boulevard	6	B



Land Use Trip Generation	Units Rates	AM Peak Hour			PM Peak Hour			Daily 2-Way
		In	Out	Total	In	Out	Total	
Serv. Sta/Conv.	1 Space	6.00	6.00	12.00	60.00	60.00	120.00	150.00
Hotel w/facilities	1 Room	0.36	0.24	0.60	0.48	0.32	0.80	10.00
Specialty Retail	1 TSF	0.72	0.48	1.20	1.80	1.80	3.60	40.00
Quality Restaurant	1 TSF	0.60	0.40	1.00	5.60	2.40	8.00	100.00
Administration	1 TSF	2.52	0.28	2.80	0.52	2.08	2.60	20.00
Warehousing	1 TSF	1.05	0.45	1.50	0.64	0.96	1.60	10.00
Motel	1 Room	0.32	0.48	0.80	0.54	0.36	0.90	10.00
Single Family	1 Det. Unit	0.16	0.64	0.80	0.70	0.30	1.00	10.00
Rural Estates	1 Det. Unit	0.19	0.77	0.96	0.84	0.36	1.20	12.00
4-yr University	1 Student	0.02	0.00	0.02	0.01	0.02	0.03	2.50

Land Use Trip Generation	Units Rates	AM Peak Hour			PM Peak Hour			Daily 2-Way
		In	Out	Total	In	Out	Total	
Area 1								
Serv. Sta/Conv.	4 Spaces	24	24	48	240	240	480	600
Motel w/facilities	40 Rooms	12	17	29	19	13	32	360
Subtotal		36	41	77	259	253	512	960
Areas 2 & 3								
Specialty Retail	8 TSF	6	4	10	14	14	28	320
Quality Restaurant	10 TSF	6	4	10	56	24	80	1,000
Specialty Retail	13 TSF	9	6	15	23	23	46	520
Administration	11 TSF	28	3	31	6	23	29	220
Subtotal		49	17	66	99	84	183	2,060
Area 4								
Hotel w/facilities	125 Rooms	45	30	75	60	40	100	1,250
Hotel w/facilities	125 Rooms	45	30	75	60	40	100	1,250
Subtotal		90	60	150	120	80	200	2,500
Area 5								
Hotel w/facilities	20 Rooms	7	5	12	10	6	16	200
Warehousing	18 TSF	9	4	13	6	9	15	90
Speciality Retail	1.6 TSF	1	1	2	3	3	6	60
Subtotal		17	10	27	19	18	37	350
Area 6 & 7								
Motel	60 Rooms	17	26	43	29	19	48	540
Speciality Retail	5 TSF	4	2	6	9	9	18	200
Quality Restaurant	17.5 TSF	11	7	18	98	42	140	1,750
Subtotal		32	35	67	136	70	206	2,490
TOTAL		224	163	387	633	505	1,138	8,360
Cumulative Projects								
Escondido Highlands	691 DU	111	442	553	484	207	691	6,910
	39 Rural Estates	8	30	38	33	14	47	470
CSU San Marcos	13,374 Students	301	33	334	90	211	301	33,440
TOTAL		420	505	925	607	432	1,039	40,820

Table 9

Project Trip Generation

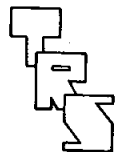


Table 10
Existing Plus
Project Conditions

Roadway Link	Project ADT ^a	Ex+Project ADT	Capacity (VPD) ^b	Ex+Project V/C	LOS
Interstate 15					
- North of Gopher Canyon Road	440	57,440	95,000	0.60	B
- South of Deer Springs Road	1,860	66,860	95,000	0.70	B
Champagne Boulevard					
- North of Gopher Canyon Road	1,240	6,140	7,100	0.86	C
- North of Old Castle Road	3,290	7,890	7,100	1.11	D
- North of Project Site	4,280	6,580	7,100	0.93	C
- North of Main Project Access	4,320	6,620	7,100	0.93	C
- South of Main Project Access	4,530	6,830	7,100	0.96	C
- North of Lawrence Welk Drive	4,630	7,330	7,100	1.03	D
- North of Deer Springs Road	4,180	10,380	7,100	1.46	D
North Centre City Parkway					
- South of Deer Springs Road	980	4,680	7,100	0.66	C
Gopher Canyon Road					
- West of Interstate 15	1,600	8,900	7,100	1.25	D
- East of Interstate 15	2,040	6,040	27,400	0.22	A
Old Castle Road					
- East of Champagne Boulevard	980	4,680	7,100	0.66	C
Lawrence Welk Drive					
- East of Champagne Boulevard	440	1,940	7,100	0.27	B
Deer Springs Road					
- West of Interstate 15	1,160	13,760	7,100	1.94	E
- East of Interstate 15	3,020	11,020	7,100	1.55	E
Mountain Meadow Road					
- East of Champagne Boulevard	180	5,580	7,100	0.79	C

a. Assumes the daily trip generation as shown in Table 4-1 for the proposed project.

b. These values represent the "design capacity" for each link in vehicles per day based on existing improvements.

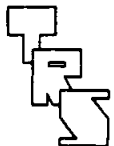


Table 11
Project-Related Change
in V/C Ratio and LOS

Roadway Link	Existing V/C	LOS	Ex+Proj V/C	LOS	Increase In V/C	Change In LOS
Interstate 15						
- North of Gopher Canyon Road	0.60	B	0.60	B	0.00	No
- South of Deer Springs Road	0.68	B	0.70	B	0.02	No
Champagne Boulevard						
- North of Gopher Canyon Road	0.69	C	0.86	C	0.17	No
- North of Old Castle Road	0.65	C	1.11	D	0.46	Yes
- North of Project Site	0.32	B	0.93	C	0.61	Yes
- North of Main Project Access	0.32	B	0.93	C	0.61	Yes
- South of Main Project Access	0.32	B	0.96	C	0.64	Yes
- North of Lawrence Welk Drive	0.38	B	1.03	D	0.65	Yes
- North of Deer Springs Road	0.87	C	1.46	D	0.59	Yes
North Centre City Parkway						
- South of Deer Springs Road	0.52	B	0.66	C	0.14	Yes
Gopher Canyon Road						
- West of Interstate 15	1.03	D	1.25	D	0.22	No
- East of Interstate 15	0.15	A	0.22	A	0.07	No
Old Castle Road						
- East of Champagne Boulevard	0.52	B	0.66	C	0.14	Yes
Lawrence Welk Drive						
- East of Champagne Boulevard	0.21	A	0.27	B	0.06	Yes
Deer Springs Road						
- West of Interstate 15	1.77	E	1.94	E	0.17	No
- East of Interstate 15	1.13	D	1.55	E	0.42	Yes
Mountain Meadow Road						
- East of Champagne Boulevard	0.76	C	0.79	C	0.03	No



Table 12
Existing Plus Project Plus
Cumulative Daily V/C Ratio

Roadway Link	Cum.Proj. ADT ^a	Ex+Proj+Cum ADT	Capacity (VPD) ^b	Ex+Proj+Cum V/C	LOS
Interstate 15					
- North of Gopher Canyon Road	1,600	59,040	95,000	0.62	B
- South of Deer Springs Road	2,520	69,380	95,000	0.73	B
Champagne Boulevard					
- North of Gopher Canyon Road	0	6,140	7,100	0.86	C
- North of Old Castle Road	0	7,890	7,100	1.11	D
- North of Project Site	100	6,680	7,100	0.94	C
- North of Main Project Access	100	6,720	7,100	0.95	C
- South of Main Project Access	100	6,930	7,100	0.98	C
- North of Lawrence Welk Drive	100	7,430	7,100	1.05	D
- North of Deer Springs Road	190	10,570	7,100	1.49	D
North Centre City Parkway					
- South of Deer Springs Road	0	4,680	7,100	0.66	C
Gopher Canyon Road					
- West of Interstate 15	180	9,080	7,100	1.28	D
- East of Interstate 15	0	6,040	27,400	0.22	A
Old Castle Road					
- East of Champagne Boulevard	100	4,780	7,100	0.67	C
Lawrence Welk Drive					
- East of Champagne Boulevard	90	2,030	7,100	0.29	B
Deer Springs Road					
- West of Interstate 15	4,580	18,340	7,100	2.58	F
- East of Interstate 15	280	11,300	7,100	1.59	E
Mountain Meadow Road					
- East of Champagne Boulevard	90	5,670	7,100	0.80	C



Table 13
Series 7 Daily V/C Ratios
and LOS Summary

Roadway Link	Series 7 ADT	Capacity (VPD) ^a	Series 7 V/C	Series 7 LOS
Interstate 15				
- North of Gopher Canyon Road	107,400	95,000	1.13	E
- South of Deer Springs Road	128,800	95,000	1.36	F
Champagne Boulevard				
- North of Gopher Canyon Road	25,250	27,400	0.92	C
- North of Old Castle Road	22,450	27,400	0.82	B
- North of Main Project Access	19,280	27,400	0.70	B
- North of Lawrence Welk Drive	18,410	27,400	0.67	B
- North of Deer Springs Road	21,600	27,400	0.79	B
North Centre City Parkway				
- South of Deer Springs Road	15,540	27,400	0.57	B
Gopher Canyon Road				
- West of Interstate 15	21,720	27,400	0.79	B
- East of Interstate 15	20,840	27,400	0.76	B
Old Castle Road				
- East of Champagne Boulevard	10,920	27,400	0.40	A
Lawrence Welk Drive				
- East of Champagne Boulevard	5,460	7,100	0.77	C
Deer Springs Road				
- West of Interstate 15	27,310	29,600	0.92	C
- East of Interstate 15	20,590	29,600	0.70	B
Mountain Meadow Road				
- East of Champagne Boulevard	14,780	27,400	0.54	B

a. These values represent the "design capacity" for each link based on master planned improvements.

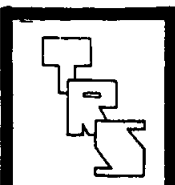


Table 14
Future LOS at
Unsignalized Intersections

Intersection	Existing CM-RC-LOS	Ex+Proj CM-RC-LOS	Ex+Proj+Cum CM-RC-LOS
Gopher Canyon Road at - Interstate 15 SB Ramps - Interstate 15 NB Ramps - Champagne Boulevard	SBL-103-D NBL-168-D EBL-228-C	SBL-7-E NBL-24-E EBL-14-E	SBL-3-E NBL-15-E EBL-14-E
Old Castle Road at - Champagne Boulevard	WBL-376-B	WBL-69-E	WBL-61-E
Lawrence Welk Drive at - Champagne Boulevard	EBL-423-A	EBL-121-D	EBL-116-D
Deer Springs Road at - Interstate 15 SB Ramps - Interstate 15 NB Ramps	SBL-72-E NBL-21-E	SBL-8-E NBL-(-62)-F	SBL-(-14)-F NBL-(-206)-F

a. Format is Critical Move-Reserve Capacity-Level of Service (pcph). Negative values are shown in parenthesis.

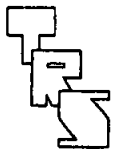


Table 15
Future LOS at All-Way
STOP Intersection

Intersection	Existing Delay-LOS	Ex+Proj Delay-LOS	Ex+Proj+Cum Delay-LOS
Deer Springs Road at - Champagne Boulevard	6-B	37-E	43-E

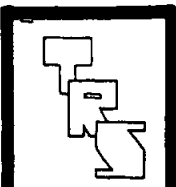


Table 16
Future LOS at
Signalized Intersections

Intersection	Existing			Exist+Project			Exist+Proj+Cum		
	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS
Gopher Canyon Road at									
- Interstate 15 SB Ramps	3.8	0.38	A	4.4	0.46	A	4.5	0.47	A
- Interstate 15 NB Ramps	4.0	0.28	A	3.9	0.30	A	4.0	0.30	A
- Champagne Boulevard	5.0	0.30	A	4.3	0.45	A	4.3	0.45	A
Old Castle Road at									
- Champagne Boulevard	3.3	0.21	A	4.4	0.34	A	4.4	0.35	A
Deer Springs Road at									
- Interstate 15 SB Ramps	5.7	0.48	B	6.7	0.58	B	10.9	0.76	B
- Interstate 15 NB Ramps	6.6	0.46	B	8.2	0.64	B	9.0	0.71	B
- Champagne Boulevard	7.0	0.36	B	8.7	0.64	B	8.9	0.66	B

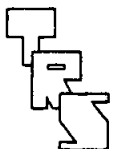


Table 17
Series 7 LOS at
Unsignalized Intersections

Intersection	Critical Move ^a	Reserve Capacity (pcph)	Level of Service
Lawrence Welk Drive at - Champagne Boulevard	WBL	-117	F

a. Critical move is the movement with the smallest reserve capacity (e.g. SBL is the southbound left-turn).

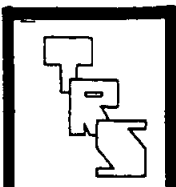


Table 18
Series 7 LOS Signalized
Intersection Analysis

Intersection	Series 7			Series 7 Mitigated		
	Avg. Delay	V/C Ratio	LOS	Avg. Delay	V/C Ratio	LOS
Gopher Canyon Road at						
- Interstate 15 SB Ramps	5.3	0.95	B	-	-	-
- Interstate 15 NB Ramps	6.8	1.18	B	-	-	-
- Champagne Boulevard	-	-	F	12.4	1.11	B
Old Castle Road at						
- Champagne Boulevard	-	-	F	23.7	1.00	C
Lawrence Welk Drive at						
- Champagne Boulevard	-	-	F	7.9	0.77	B
Deer Springs Road at						
- Interstate 15 SB Ramps	-	-	F	12.4	0.85	B
- Interstate 15 NB Ramps	-	-	F	13.7	0.74	B
- Champagne Boulevard	-	-	F	22.0	0.97	C

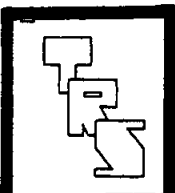


Table 19
Future Intersection
Lane Geometrics

Intersection	Northbound			Southbound			Eastbound			Westbound		
	T	R	L	T	R	L	T	R	L	T	R	L
Gopher Canyon Road at - Champagne Boulevard	2	0	1	1	1	0	0	1	2	0	0	0
Old Castle Road at - Champagne Boulevard	2	1	0	1	0	2	0	0	0	0	1	1
Lawrence Welk Drive at - Champagne Boulevard	2	1	1	1	0	1	1	0	0	1	1	0
Deer Springs Road at - Interstate 15 SB Ramps	0	0	0	1	1	0	2	0	0	2	0	1
- Interstate 15 NB Ramps	1	1	0	0	0	0	1	0	2	2	0	0
- Champagne Boulevard	2	1	1	1	1	1	2	0	2	2	0	1

a. T = Through Lane; R = Exclusive Right Turn Lane; L = Exclusive Left Turn Lane. Underlined values indicate the improvements that are required to achieve acceptable levels of service.

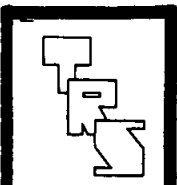


Table 20
Proposed Project Parking

Sub-area No.	Required Spaces	Provided Auto Spaces	Provided Bus Spaces
1	56	71	--
2&3	797	740	20
4	338	329	--
5	132	138	--
6&7	298	316	--
	1621	1594	20

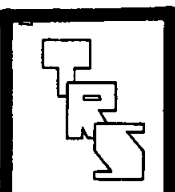


Table 21 ADAAG Requirements for Accessibility of Parking Spaces

Total Parking Spaces In Lot	Minimum Number of Accessible Spaces
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1,000	2% of total
1,001 and over	20, plus 1 for each 100 over 1,000

a. Source: Americans with Disabilities Act Accessibility Guidelines.

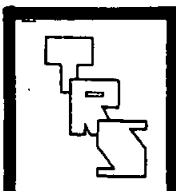
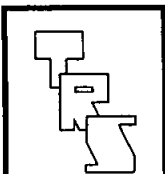


Table 21A
Sub-Area ADT and Percentage of
Improvement Costs

SUB-AREA	ADT	% OF IMPROVEMENT COSTS
1	960	11.5%
2 and 3	2060	24.7%
4	2500	30.0%
5	350	04.1%
6 and 7	2490	29.7%
TOTALS	8,360	100%



D. Noise

A noise analysis was conducted for the Champagne Gardens project by James C. Berry, Acoustician, assessing the existing and future noise levels in the vicinity as well as the acoustic suitability of the proposed project. The analysis included a site visit and field work on February 1, 1994. The Noise Analysis is included in the technical Appendices as Appendix C.

Present Setting

Champagne Gardens (Champagne Boulevard S.P.A.) is a large service oriented complex to be located along both sides of Champagne Boulevard, immediately east of Interstate Highway 15, south of Gopher Canyon Road and north of the Lawrence Welk Resort. The complex will comprise hotels, motels, restaurants, specialty shops, a health spa and conference center, an entertainment center, a 1200 seat amphitheater, an existing deli and auto museum, and various associated administration offices. The complex stretches along Champagne Boulevard for about 6,000 feet and the basic layout is shown on Figure 34, page 217. The major sources of noise in the area are I-15 and Champagne Boulevard.

Existing Conditions

The generally undulating project site includes complex landforms and configurations with small hills, steep banks, and few level areas. Much of the site is naturally vegetated with grass, scrub, and some trees along a watercourse, and some of the land has been farmed in the past. At the southeast end of the site is the existing Deer Park Winery/Auto Museum/Gourmet Deli, which will be incorporated into the project.

The alignment of Champagne Boulevard is essentially straight through most of the site, with very slight grades. The exception is on the north, where the road rises slightly and curves between the steep banks of a road cut. It is a two lane road with bike lanes and asphalt berms. The posted speed limit is 55 mph.

Interstate Highway 15 is elevated above the site. It is a six lane freeway, the southbound lanes being separated from, and higher in elevation than the northbound lanes. The speed limit is 65 mph, although trucks are limited to 55 mph.

The freeway runs on banking and in between cuttings to compensate for the undulating terrain. There is a slight upward grade from south to north past the site. The views of the freeway from the site vary widely but in no case can the road surfaces (or the bottoms of vehicle tires) be seen. The tops of the exhaust pipes on heavy trucks can be seen, except where the freeway is in a cutting.

The major noise sources in the area are the vehicles on I-15 and Champagne Boulevard. The underlying ambient noise is caused by the traffic on Interstate 15 which carries a very high percentage of trucks.⁶ A check of traffic speeds on the freeway showed that most automobiles were traveling at or near 65 mph in both directions. Trucks were limited by the northbound upgrade to about 55 mph but tended to be faster on the southbound downgrade.

Champagne Boulevard provides the other substantial noise source. Along the edge of Champagne Boulevard, the noise level tends to be controlled by its local traffic, especially where the line-of-sight to the freeway is cut off by the topography. Speed along this road varies, with some vehicles clearly exceeding the 55 mph speed limit and others "cruising along" at about 45 mph.

In order to assess noise levels on and around the project site, measurements were made on February 1, 1994, at five locations, labeled as M1 through M5 in Figure 34, page 217, and described in detail in Table 22, page 218. Noise measurements were made using a Quest Electronics Precision Integrating Sound Level Meter, which meets all applicable U.S. and International Standards for Type 1 instruments (ANSI S1.4-1983; IEC 604-1979 and 804-1984). Traffic volumes used were obtained from the project traffic engineer, Endo Engineering. Table 2 of the technical report, Appendix C, page 12, summarizes the noise measurements taken during the acoustical assessment.

Concurrently with the noise measurements, counts of the traffic volumes and vehicle mixes were made along Champagne Boulevard, except at Location M2, which was sited in the vicinity of the proposed hotel near the foot of the eastern hills. Results of the noise measurements and traffic counts are shown in Table 23, page 219. Average traffic along Champagne Boulevard was an equivalent of 3,737 ADT. The vehicle mix of 96.5 percent autos, 2.4 percent medium trucks, and 1.1 percent heavy vehicles is fairly typical of a County rural road.

The traffic study prepared by Endo Engineering shows that the current average traffic volume along Champagne Boulevard at the project site is 2,300 ADT indicating that the noise measurements were made at an atypical high-volume time. Normally noise measurements can be corrected by a factor of ten times the logarithm to the base ten of the ratio of the two traffic volumes involved. However, because of the complexity of the topography and angles of view, this correction cannot necessarily be applied in this case. At Location M2, the noise level is definitely controlled by the distant freeway. At Locations M1 and M4, the limited views of, and distances from, Champagne Boulevard indicate that the freeway is a significant contributing factor. Only at Locations M3 and M5 is the noise level most likely controlled by traffic on Champagne Boulevard. At these two locations, measurement levels can be adjusted downwards by 2 dB(A) to compensate for the higher-than-average traffic.

⁶Approximately 5 percent of the trucks are 2-axle and 9 percent 3-or more axle. Source: Caltrans.

The 20 minute noise measurements can be taken to be representative of an average weekday, daytime, hourly noise level [L_{eq} (hour)]. The long term average community noise level (CNEL or L_{dn}) can be obtained from the expression:

$$CNEL/L_{dn} = L_{eq}(\text{hour}) + 2\text{dB(A)}.$$

Thus at the five measurement locations, corrected for traffic flow, the existing noise levels are as follows:

Location No.	1994 CNEL/ L_{dn} -dB(A)
M1	59
M2	47
M3	57
M4	50
M5	61

Existing noise levels are below 60 dB(A) at four of the five measurement locations, and slightly higher than 60 dB(A) at site M5 on the north end of the project area.

Future Noise Levels Without the Project

Without implementation of the Champagne Gardens project, future noise levels in the area will depend on other possible vicinity developments with traffic impacts. Changes in noise levels accruing from the aggregate traffic effects of "other" area development are identified on Table 24, page 220, while Table 25, page 221, shows the cumulative effect of traffic buildup in the area by the year 2010, also without the project. As indicated, near-term cumulative traffic effects will be insignificant, with noise levels increasing approximately 1 dB(A) or less on all segments. By the year 2010, area noise levels will increase by about 3 dB(A) on I-15 and up to 8 dB(A) on the section of Champagne Boulevard extending through the project site.

Standards of Significance

If allowable County and State noise standards for exterior and/or interior noise are exceeded.

Impacts

Noise impacts on the project from the surrounding area are significant. Impacts of the project on surrounding areas are significant in the following areas:

- amphitheater operation
- construction noise

Impacts from project traffic generation, parking and delivery vehicles are not significant.

1. Noise Impacts on the Project from the Surrounding Area

a. Exterior Noise Impacts

Impacts are significant.

Noise impacts on the proposed project will be a function of the future traffic volumes on I-15 and Champagne Boulevard, which will incorporate traffic from long-term expansion in the area, the cumulative effect of other local projects, and Champagne Gardens. As shown on Table 28, page 224, year 2010 noise levels from traffic on Champagne Boulevard, at the road sections traversing the project site, will rise between 8 to 9 dB(A); likewise traffic noise on I-15 will rise by 3 dB(A), as shown on Table 25, page 221.

Generally speaking, at any given location on the project site, the complex sound field will involve the summation of noise from both I-15 and Champagne Boulevard, taking into consideration distance from each noise source and correction for viewing angle, as well as shielding by grading, natural topography or other buildings, and atmospheric or ground absorption.

Traffic noise impacts to the sides of buildings directly facing the freeway in Sub-areas 1 and 6, i.e. two motels, specialty shops, and restaurants, will depend on building elevation relative to the freeway lanes and the shielding of the grading and natural topography. These sides are shielded from noise along Champagne Boulevard. Sides of buildings close to and facing on to Champagne Boulevard will have noise levels due almost entirely to that source, for example, the motels, shops and restaurants in Sub-areas 1 and 6 and the administration building, and plaza shops in Sub-areas 2, 3, and 4. The suite hotel in Sub-area 4 will have noise exposure to both I-15 and Champagne Boulevard, especially on the upper stories.

Noise levels due to Champagne Boulevard alone were assessed by using the traffic noise prediction model prepared by the U.S. Department of Transportation. The model was used to predict future noise levels based on 19,280 ADT with a vehicular mix averaged from the measured values of 96.5, 2.4 and 1.1 percent, respectively, for automobiles, medium trucks, and heavy vehicles. A baseline value of 77 dB (A) CNEL/Ldn was calculated 18 feet from the centerline of the right-of-way and then extrapolated to various locations at a rate of 3 dB per doubling of distance and 4.5 dB per doubling of distance to give a range for both hard and soft conditions. Soft ground conditions apply only at ground level where landscaping is present. Hard

ground conditions applied to projected noise levels on the site are described in Table 29, page 225, on which, as noted, soft ground conditions, although calculated, would not apply. As shown on the table, portions of the proposed project would experience noise levels in excess of 60 dB(A) CNEL, a significant effect.

In proximity to the freeway, steep banks, grade separations, and small hills near the right-of-way provide considerable shielding. On the east side of Champagne Boulevard, there are limited angles of view to the freeway and virtually no lines of sight to the actual pavement surfaces. For buildings close to Champagne Boulevard, noise due to this roadway will likely predominate. At the top stories of the hotel in Sub-area 4, noise levels may be slightly higher than those shown in Table 29.

b. Interior Noise Impacts

Impacts are potentially significant.

The hotels and motels of the proposed project will be subject to regulation under the California Administrative Code (CAC), Health and Safety Code 17922.6, Title 24, Part 2, Chapters 2 through 35. Title 24 requires that where exterior noise levels exceed 60dB(A) CNEL/Ldn, interior noise levels must be shown to be 45dB(A) CNEL/Ldn or less. To accurately assess interior noise levels, exterior parameters such as topography, grading, and building elevations must be addressed, as well as interior criteria such as building construction and dimensions.

2. Impacts of Project Generated Noise

a. Impacts of Project-Generated Traffic

The offsite traffic noise impacts are most significant along the Champagne Boulevard segment between Deer Springs Road and Lawrence Welk Drive, as shown on Table 26, page 222. While the project-related traffic noise level increase is higher north of Lawrence Welk Drive, this area is currently undeveloped by "noise sensitive" uses and will be developed as part of this project with needed noise mitigation measures applied.

The project will generate 4,180 ADT on Champagne Boulevard segment between Deer Springs Road and Lawrence Welk Drive. The existing traffic on this road segment (existing ADT=6,200) generates noise which affects several existing residences. A residence is located west of Champagne Boulevard, southwest of the Champagne Boulevard/Lawrence Welk Drive intersection.

The residence is about 100 feet from Champagne Boulevard. The balconies of this residence are screened with glass, and so it incorporates noise mitigation measures into its current design. Residences are located in a trailer park east of Champagne Boulevard just south of its intersection with Welk Drive. These residences are a minimum of 75 feet from the edge of the roadway, and are located below the roadway. In addition, a large grove of oak trees occupies the space between the road and the residences. One residence on the east side of Champagne Boulevard, just north of Deer Springs Road, is located approximately 50 feet from Champagne Boulevard.

Under a highly unlikely short-term "worst-case" scenario, where the project traffic is assumed to materialize instantaneously and join the existing traffic, the project-related traffic volume increase will result in the existing traffic noise level increase by about 2 dB. This assumes that traffic mix and speed will be basically the same as they are now (a valid assumption since the project is not expected to generate any unusual traffic mix, for example, gravel or cement truck traffic). In real life, project-generated traffic will only gradually increase to 4,180 ADT.

The County of San Diego Circulation Element of the General Plan classifies the Champagne Boulevard segment between Deer Springs Road and Lawrence Welk Drive as a 4-lane collector which is expected to carry 27,400 ADT at Level of Service (LOS) "C". The existing traffic volume on Champagne Boulevard segment between Deer Springs Road and Lawrence Welk Drive is significantly lower than the traffic volume this road is classified for. According to Series 7 forecasts by SANDAG, by the year 2010, the traffic volume on this road segment will reach 21,600 ADT (Table 13, page 195). Therefore, by the year 2010 traffic noise levels along the Champagne Boulevard segment between Deer Springs Road and Lawrence Welk Drive would increase by more than 5dB (as it relates to the existing conditions). In this traffic noise level increase, the project's contribution of 4,180 ADT would result in a traffic noise level increase of less than 1dB. Since 1dB is the typical tolerance threshold of traffic noise level predictions, this traffic noise level change can be classified as insignificant. Based on the above considerations, it can be concluded that the offsite traffic noise impacts attributable to the proposed project would not be significant.

b. Future Uses

In the long term, the project would have an insignificant effect on future noise levels, which are anticipated to rise between 3dB(A) and 8dB(A) in the area without project implementation. By the year 2010, noise increases due to project traffic will be within 1dB along Champagne Boulevard, as indicated in

Table 27, page 223. Therefore, in the long term, the greatest project-related change in noise level will be a rise of approximately 1dB(A) on the stretch of Champagne Boulevard just south of the project's main entrance and north of Lawrence Welk Drive. Long-term project traffic, therefore, can be anticipated to be not significant.

c. Impacts of Project Operating Noise

The general operations of the Champagne Boulevard complex are not significant noise generators. The project will introduce no unfamiliar or unusual noise sources into the area, with the exception of the amphitheater.

The proposed amphitheater may have a potentially significant impact. The amphitheater is designed for entertainment which will involve speech and music, probably amplified. It will seat a maximum of 1200 people, with seating arrayed in a semi-circular pattern on an earthen berm facing east southeast. The stage would be located at grade and would face west northwest. Amplified sound, therefore, would be directed toward the site's northwest corner boundaries. Noise level limits delineated in the San Diego County Noise Ordinance (Section 36.417) would apply at these boundaries, as follows:

"Those reasonable sounds emanating from a sporting, entertainment, or public event; provided, however, it shall be unlawful to exceed those levels set forth in section 36.404 when measured at or within the property lines of any property which is developed and used either in part or in whole for residential purposes unless a variance has been granted allowing sounds in excess of said levels."

Late-night traffic, attributable to entertainment at the amphitheater, may result in additional noise impacts. The residential noise level limits which may apply in this case are:

Zone	Applicable Limit One-hour Average Sound Level dB(A) Leq (hour)	
	7 am - 10 pm	10 pm - 7 am
Less than 11 dwelling units per acre	50	45
More than 11 dwelling units per acre	55	50

Although impossible to define at this time, noise will also be associated with the air conditioners, either central air-handling systems or individual units, utilized by the project's occupied buildings. The facilities in Sub-areas 1 and 6, which include motel units, are located between I-15 and Champagne Boulevard and there are no noise sensitive receptors nearby. Facilities in Sub-areas 2, 3, 4, and 5 are more likely to have roof mounted or enclosed units which lend themselves to mitigation, if required.

d. Impacts of Parking Lots

As discussed in the project traffic analysis prepared by Endo Engineering, parking would be scattered throughout the Champagne Gardens site, distributed among the planning sub-areas as follows:

Plan Area	Parking	
	Autos	Buses
1	77	—
2 and 3	740	20
4	288	—
5	138	—
6 and 7	316	—
Total	1,559	20

The project uses would access Champagne Boulevard via six main entrance ways, three on the west side of the road and three on the east. As indicated above, parking lot traffic will be dispersed throughout the site; additionally, it will be traveling at very low speeds and distributed over various entrances and exits. It is anticipated, therefore, that parking lot noise will not result in any significant impacts.

e. Impacts of Delivery Trucks

Although quantification of required delivery truck trips to service the Champagne Gardens project is infeasible at this stage, probably no more than a few delivery trucks will be needed per day, designed to use the same access roads as other vehicles. Due to the diffuse nature of the project and the absence of nearby noise receptors, the use of delivery trucks is not expected to result in a significant acoustical impact.

f. Impacts of Short Term Construction Impacts

The construction of the project will create a significant adverse but temporary impact on the immediate area due to the excavating, grading, paving, building construction, and landscaping. Machinery and equipment associated with these activities will be working at the site at various times and for various durations. In addition haulage and material delivery trucks will be added to existing traffic on Champagne Boulevard, probably both north and south of the site. Impacts to breeding birds are possible, given proximity of Sub-areas 2, 3, and 4 to sensitive riparian and Diegan Sage Scrub habitats.

Mitigation Measures

As noted earlier, no implementation procedures are proposed at this juncture of the Champagne Gardens process and evaluated impacts are based on maximal proposed land uses described in the Champagne Gardens Specific Plan text. Mitigation measures proposed in this report are stated, therefore, in general terms based on maximum impacts anticipated and will be tied to future implementing programs (which may include one or more major use permits and/or site plans), as they are proposed.

The following mitigation, discussed in generalities due to the nature of the project at this point of its processing, is proposed to reduce the potentially significant acoustic impacts identified above. Implementation of these measures will reduce all identified noise impacts to below a level of significance in accordance with CEQA.

1. Mitigation for Noise Impacts from the Surrounding Area

a. Mitigation for Exterior Noise

Noise impacts from nearby roadways will be significant but mitigable. A noise impact assessment shall be conducted once final designs for sub-area grading, siting, and buildings are finalized and projects come forward for implementation. The Site Plan requirements for Sub-areas 1, 6 and 7 will include a review of noise impacts at the Site Plan stage of implementation. It is not anticipated that the uses within the above sub-areas would include "noise sensitive" outdoor areas. Nevertheless, feasible exterior noise mitigation measures such as building orientation and design, site grading, etc. will be applied to reduce exterior noise impacts to 60 dB(A).

b. Mitigation for Interior Noise

Typical California-type construction, which, interior drywalls, cavity insulation, sliding glass windows, and wood doors, will usually provide a noise reduction of 15 to 20 dB with windows partially open and 25 to 30 dB with all windows and doors closed. When windows are closed and well sealed, standard glazing can sometimes be used where exterior noise levels are up to 72 dB(A). As indicated on Table 29, page 225, noise levels at the motels in Sub-areas 1 and 6 are expected to be as high as CNEL = 68 dB(A) under hard ground conditions; particular rooms may face directly toward or have a clear view of the traffic lanes on the freeway and may be subject to even higher acoustic levels than those predicted, in which case, heavier glazing such as 3/16 inch or "thermopane" window may be needed. According to State of California requirements, when the exterior noise levels exceeds CNEL = 60 dB(A), interior noise analysis must be provided for multi-family residences, hotels and similar uses. Therefore, if the above uses are proposed in an area where the exterior noise level exceeds or is expected to exceed CNEL=60 dB(A), interior noise analysis must be provided to the satisfaction of the Department of Planning and Land Use prior to approval of the building permit, to ensure interior noise levels are below 45 dB(A).

2. Mitigation for Project Generated Noise

Specific mitigation for project generated impacts will be addressed at the Major Use Permit or Site Plan stage of project implementation. General mitigation measures are included here, however, which would reduce all significant acoustical impacts resulting from adoption of the Specific Plan and Zone Reclassification to below a level of significance in accordance with CEQA.

a. Project Operating Noise

Amphitheater: The proposed amphitheater may have a potentially significant impact. The following mitigation measures will be taken:

1. Use of the amphitheater (Sub-Area 2C) for entertainment shall be seasonal, with hours of operation limited to no later than 10:30 p. m. between May 1 and September 30, and no later than 9 p.m. between October 1 and April 31.
2. Use of the amphitheater (Sub-Area 2C) for entertainment shall be regulated by County Code Section 36.417, which requires, in part, careful design and operation of sound systems.

3. The Major Use Permit (MUP) for the amphitheater will require a study of noise impacts at the MUP stage of implementation to assess potential impacts to breeding riparian birds. The survey will determine whether the amphitheater operation conforms to the standard of a 62 dB(A) limit for project-generated noise at the boundary of breeding bird habitat during the breeding season (March 15 through September 30). The study will include an assessment of traffic-generated noise impacts. If the operation exceeds this standard, the amphitheater will employ portable sound barriers to reduce noise to the required standard. If a resurvey determines that the barriers fail to reduce noise to the required standard, the amphitheater will not operate during the breeding season of riparian birds.. Impacts to the noise sensitive biological habitats shall be included in the study.
4. Design of the amphitheater must include a barrier such as a berm in the direction of sound projection.
5. A noise monitoring procedure employing a periodic measurement of amphitheater sound shall be implemented to ensure on-going compliance with FEIR mitigation measures 2a 1-3.

Air Conditioners: Roof-mounted mechanical equipment will not be permitted.

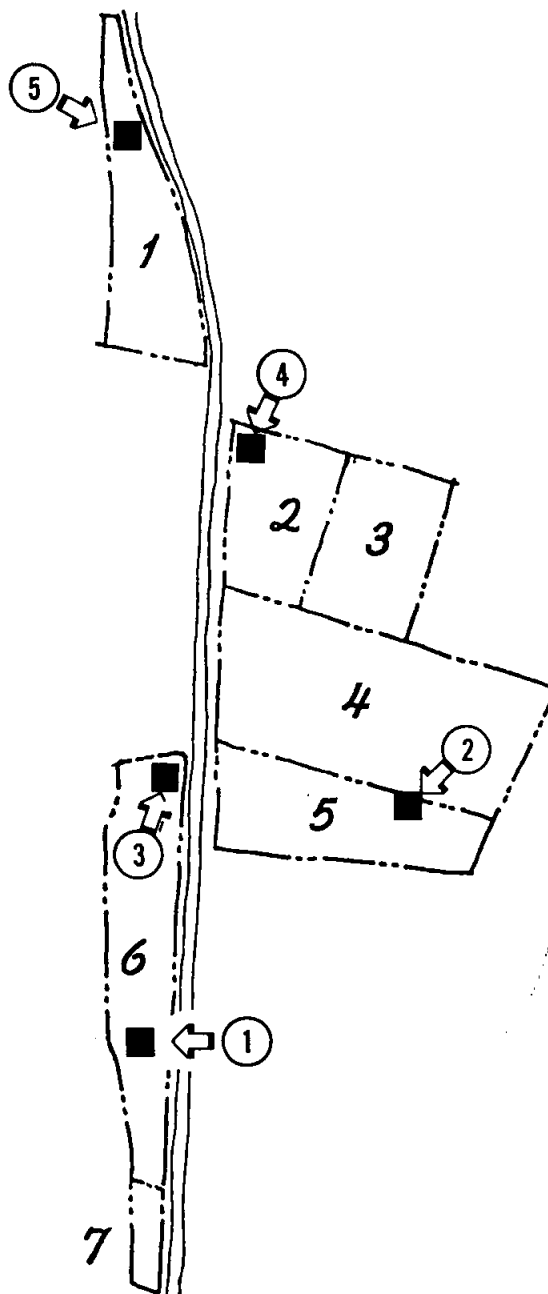
b. Mitigation for Short-term Construction Noise

The construction of the project will create a significant adverse, but temporary, impact on the immediate area due to the excavating, grading, paving, building construction and landscaping. The following mitigation measures will be taken:

1. Pursuant to Section 36.410 of the County Code, the County of San Diego regulates construction noise by duration, operating hours, and noise level, prohibiting operation of such equipment on Sundays and public holidays for commercial projects. In no event shall construction equipment be operated at the construction site between the hours of 7 P.M. and 7 A.M. Additionally, the Code requires that no such equipment, or combination of equipment, shall be operated so as to cause noise at a level exceeding 75 decibels for more than 8 hours during any twenty-four hour period.
2. Modern construction equipment which is properly used and maintained will comply with the regulations set forth in Section 36.410. Although construction noise impacts may exceed desirable

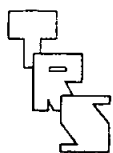
noise limits, it should be noted that this is a temporary impact and of relatively short duration, and would not create a significant long-term acoustic impact on the area. These short-term impacts will cease once construction has been completed.

3. Due to the potential for impacts to breeding bird habitat in the Biological Zone, a study for the presence of breeding birds must be undertaken in Sub-areas 2, 3, and 4 prior to the commencement of construction. If breeding birds are present, a noise impact assessment must be conducted for these areas. If impacts are documented, mitigation shall be initiated to reduce impacts to below a level of significance. Mitigation could include a range of options from noise muffling devices on equipment to a curtailment of grading operations in the vicinity of sensitive habitats during the breeding season.



5 Sub-Area Numbers

③ Noise Measurement Locations



Noise Measurement Locations

Figure 34

Table 22
**Description of Noise
Measurement Locations**

Location	Description
M1	South end of Plan Area E. Level ground below freeway bank and Champagne Boulevard. Approximately 130 feet from centerline (C.L.) of Champagne Boulevard and 450 feet from the freeway C.L. Tops of large vehicles visible on both freeway lanes over a limited angle.
M2	North edge of Plan Area D and south edge of Plan Area C. Parking lot of Deer Park Winery, near location of proposed hotel. Clear view of I-15 in distance over a fairly wide angle, upper halves of vehicles only. Distance to freeway C.L. approximately 1,650 feet. No view of Champagne Boulevard about 950 feet away.
M3	North end of Plan Area E. Level ground, 106 feet from C.L. Champagne Boulevard, approx. 600 feet from freeway C.L. Tops of large vehicles on I-15 visible over limited angle. View of Champagne Boulevard to south limited by trees and topography.
M4	Northwest corner of Plan Area B. About 1,000 feet from freeway C.L and 206 feet from and slightly below Champagne Boulevard. Tops of vehicles on I-15 visible over a limited angle. View of Champagne Boulevard to south cut off.
M5	North end of Plan Area A. Very small level spot 56 feet from C.L Champagne Boulevard. About 400 feet from freeway C.L but at beginning of off-ramp to Gopher Canyon Road. Tops of large vehicles on nearby lane visible over very small angle.

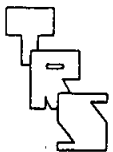


Table 23
Noise Measurement
Results (Including
Traffic Information)

Location No.	All Noise Levels in dB(A)			Time of Day	Duration Min.
	Highest Recorded L _{max}	Lowest Recorded L _{min}	Average Leq		
M1	75	45	57	10:22A- 10:45A	23
M2	61	37	45	11:11A- 11:31A	20
M3	74	39	57	11:35A- 11:55A	20
M4	69	34	48	12:01P- 12:21P	20
M5	75	42	61	12:26P- 12:46P	20

Location No.	Vehicles in 20 Minutes			Equivalent Flow	
	Autos	Medium Trucks	Heavy Vehicles	Hourly	Daily
M1	75 97.4%	2 2.6%	0 0%	231	3,983
M2	-	-	-	-	-
M3	65 94.2%	4 4.3%	1 1.5%	207	3,569
M4	71 97.2%	1 1.4%	1 1.4%	219	3,776
M5	68 97.2%	1 1.4%	1 1.4%	210	3,621



Table 24
Changes In Noise Levels
Without Project

Road and Section	Traffic Volumes - ADT			Change in Noise Level dB(A)
	Existing	Cumulative	Existing + Cumulative	
Interstate 15				
North of Gopher Canyon Road	57,000	1,600	58,600	+0.1
Gopher Can.Rd to Deer Springs Rd	64,000	2,500*	66,500	+0.2
South of Deer Springs Road	65,000	2,520	67,520	+0.2
Champagne Boulevard				
North of Gopher Canyon Road	4,900	0	4,900	0
North of Old Castle Road	4,600	0	4,600	0
Section at Site	2,300	100	2,400	+0.2
Just North of Lawrence Welk Drive	2,700	100	2,800	+0.2
North of Deer Springs Road	6,200	190	6,390	+0.1
North Centre City Parkway				
South of Deer Springs Road	3,700	0	3,700	0
Gopher Canyon Road				
West of I-15	7,300	180	7,480	+0.1
East of I-15	4,000	0	4,000	0
Old Castle Road				
East of Champagne Boulevard	3,700	100	3,800	+0.1
Lawrence Welk Drive				
East of Champagne Boulevard	1,500	90	1,590	+0.3
Deer Springs Road				
West of I-15	12,600	4,580	17,180	+1.3
East of I-15	8,000	280	8,280	+0.1
Mountain Meadow Road				
East of Champagne Boulevard	5,400	90	5,490	<+0.1

* Interpolated Value

NOTE: Decimal points of a decibel have no subjective or practical meaning but are shown here for clarity. Changes in noise level below 3.0 dB are considered to be insignificant.



Table 25
Changes in Noise Levels
By Year 2010
Without Project

Road and Section	Traffic Volumes - ADT		Change in Noise Level dB(A)
	Existing	Year 2010	
Interstate 15			
North of Gopher Canyon Road	57,000	106,960	+2.7
Gopher Can.Rd to Deer Springs Rd	64,000	125,200	+2.9
South of Deer Springs Road	65,000	126,940	+2.9
Champagne Boulevard			
North of Gopher Canyon Road	4,900	24,010	+6.9
North of Old Castle Road	4,600	19,160	+6.2
North of Project Site	2,300	15,000	+8.1
North of Main Project Access	2,300	14,960	+8.1
South of Main Project Access	2,300	14,750	+8.1
North of Lawrence Welk Drive	2,700	13,780	+7.1
North of Deer Springs Road	6,200	17,420	+4.5
North Centre City Parkway			
South of Deer Springs Road	3,700	14,560	+5.9
Gopher Canyon Road			
West of I-15	7,300	20,120	+4.4
East of I-15	4,000	18,800	+6.7
Old Castle Road			
East of Champagne Boulevard	3,700	9,940	+4.3
Lawrence Welk Drive			
East of Champagne Boulevard	1,500	5,020	+5.2
Deer Springs Road			
West of I-15	12,600	26,150	+3.2
East of I-15	8,000	17,570	+3.4
Mountain Meadow Road			
East of Champagne Boulevard	5,400	14,600	+4.3

NOTE: Decimal points of a decibel have no subjective or practical meaning but are shown here for clarity. Changes in noise level below 3.0 dB are considered to be insignificant.



Table 26
Changes in Noise Levels
Due to Project Traffic

Road and Section	Traffic Volumes - ADT			Change in Noise Level dB(A)
	Existing	Project	Existing + Project	
Interstate 15				
North of Gopher Canyon Road	57,000	440	57,440	<+0.1
Gopher Can.Rd to Deer Springs Rd	64,000	0	64,000	0
South of Deer Springs Road	65,000	1,860	66,860	+0.1
Champagne Boulevard				
North of Gopher Canyon Road	4,900	1,240	6,140	+0.1
North of Old Castle Road	4,600	3,290	7,890	+2.3
North of Project Site	2,300	4,280	6,580	+4.6
North of Main Project Access	2,300	4,320	6,620	+4.6
South of Main Project Access	2,300	4,530	6,830	+4.7
North of Lawrence Welk Drive	2,700	4,630	7,330	+4.3
North of Deer Springs Road	6,200	4,180	10,380	+2.2
North Centre City Parkway				
South of Deer Springs Road	3,700	980	4,680	+1.0
Gopher Canyon Road				
West of I-15	7,300	1,600	8,900	+0.9
East of I-15	4,000	2,040	6,040	+1.8
Old Castle Road				
East of Champagne Boulevard	3,700	980	4,680	+1.0
Lawrence Welk Drive				
East of Champagne Boulevard	1,500	440	1,940	+1.1
Deer Springs Road				
West of I-15	12,600	1,160	13,760	+0.4
East of I-15	8,000	3,020	11,020	+1.4
Mountain Meadow Road				
East of Champagne Boulevard	5,400	180	5,580	0.1

NOTE: Decimal points of a decibel have no subjective or practical meaning but are shown here for clarity. Changes in noise level below 3.0 dB are considered to be insignificant.



Table 27
Changes in Noise Levels
By Year 2010
Due to Project Traffic

Road and Section	Traffic Volumes - ADT			Change in Noise Level dB(A)
	Year 2010 No Project	Project	Year 2010 + Project	
Interstate 15				
North of Gopher Canyon Road	106,960	440	107,400	<+0.1
Gopher Can.Rd to Deer Springs Rd	125,200	0	125,200	0
South of Deer Springs Road	126,940	1,860	128,800	<+0.1
Champagne Boulevard				
North of Gopher Canyon Road	24,010	1,240	25,250	+0.2
North of Old Castle Road	19,160	3,290	22,450	+0.7
North of Project Site	15,000	4,280	19,280	+1.1
North of Main Project Access	14,960	4,320	19,280	+1.1
South of Main Project Access	14,750	4,530	19,280	+1.2
North of Lawrence Welk Drive	13,780	4,630	18,410	+1.3
North of Deer Springs Road	17,420	4,180	21,600	+0.9
North Centre City Parkway				
South of Deer Springs Road	14,560	980	15,540	+0.3
Gopher Canyon Road				
West of I-15	20,120	1,600	21,720	+0.3
East of I-15	18,800	2,040	20,840	+0.4
Old Castle Road				
East of Champagne Boulevard	9,940	980	10,920	+0.4
Lawrence Welk Drive				
East of Champagne Boulevard	5,020	440	5,460	+0.4
Deer Springs Road				
West of I-15	26,150	1,160	27,310	+0.2
East of I-15	17,570	3,020	20,590	+0.7
Mountain Meadow Road				
East of Champagne Boulevard	14,600	180	14,780	<+0.1

NOTE: Decimal points of a decibel have no subjective or practical meaning but are shown here for clarity. Changes in noise level below 3.0 dB are considered to be insignificant.



Table 28**Changes in Noise Levels****Along Champagne Boulevard -- Existing to Year 2010**

Road Section	Traffic Volumes - ADT		Change in Noise Level dB(A)
	Existing	Year 2010 + Project	
North of Project Site	2,300	19,280	+9.2
North of Main Project Access	2,300	19,280	+9.2
South of Main Project Access	2,300	19,280	+9.2
North of Lawrence Welk Drive	2,700	18,410	+8.3

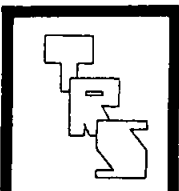
NOTE: Decimal points of a decibel have no subjective or practical meaning but are shown here for clarity. Changes in noise level below 3.0 dB are considered to be insignificant



Table 29
Year 2010 On-site Noise
Levels Due to Champagne
Boulevard Traffic

Location	Plan Area	Distance to C.L. Champagne Blvd. - feet	Noise Level - dB(A) CNEL/Ldn	
			Hard Ground	Soft Ground
Motel	A	160	68	63
Administration Building	B	275	65	59
Education Center	C	250	66	60
Hotel Ground Level	C	400	64	57
Top Story	C	400	64	NA
Suite Hotel Ground Level	C	650	61	54
Top Story	C	650	61	NA
Motel	E	160	68	63

NA - Soft Ground Case Not Applicable



E. Geology/Soils

A Geologic Reconnaissance was conducted for the project by Southern California Soil and Testing, Inc. on August 8, 1992, and included review of applicable reference materials and site reconnaissance and mapping. The analysis and supporting reference documentation, which utilized County floodplain mapping data, are contained in the Technical Appendices of this report as Appendix D.

Present Setting

Geological Conditions

The Champagne Gardens property, located east and west of Champagne Boulevard, and north of Lawrence Welk Drive in the County of San Diego, contains an alluvial floodplain, a substantial drainage course with many well-incised secondary drainage courses, and steep, rocky hillsides and knolls; boulders and rock outcrops are visible on the hillsides and knolls. The large drainage course extends north/south through the eastern portion of the site. The property ranges in elevation from a low of approximately 460 feet AMSL in the northeast to a high of roughly 740 feet AMSL on a hillside near the southeast corner of the property. Vegetation is largely comprised of native chaparral, grasses, oaks, and landscaped areas associated with the winery and vineyard present in the southeast. Drainage is via sheet flow and the smaller incised drainages which drain the site from east to west to the main drainage course, which in turn drains toward the north. Three existing commercial buildings are located in the southeast, and an abandoned residence and horse facility is situated in the central part of the site east of Champagne Boulevard.

The site is located in the Foothills Physiographic Province of San Diego County, underlain by the Cretaceous-age Granitic Batholith, Quaternary-age alluvium, associated residuum, and artificial fill. Figure 35, page 231, depicts the geologic formations identified on the project site.

Ranging in places from 8 to 10 feet in depth, the artificial fill present on the site is associated with the construction of Champagne Boulevard and the existing onsite improvements. Both an older alluvium and a younger alluvium have been identified on the property, with the older alluvium expected to occur near the base of the slopes, and the younger alluvium present in the floodplain, secondary drainage channels, and low lying areas at the base of the hills and knolls. The older alluvium is anticipated to be several feet thick, consisting of porous, partially cemented, reddish brown silty sand, while the younger alluvium consists of loose-to-medium dense mixtures of sands, silts, gravel and clays.

Granitic bedrock on the lower onsite elevations is overlain by both the fills and the alluvium. The steeper slopes are underlain by the dense granitic bedrock, and boulders and rock outcrops, ranging up to 10 feet in diameter, are evident on the hillsides and knolls.

Soils

According to USDA Soils Conservation Service Maps (Figure 36, page 232), the following soils types are present on the project site:

SOILS TYPES	
TYPE (SYMBOL)	DEFINITION
VvG	Vista rocky coarse sandy loam, 30 to 65 percent slopes
VaB	Visalia sandy loam, 2 to 5 percent slopes
FaE2	Fallbrook sandy loam, 15 to 30 percent slopes, eroded
VvE	Vista rocky coarse sandy loams, 15 to 30 percent slopes
CnG2	Cieneba-Fallbrook rocky sandy loams, 30 to 60 percent slopes, eroded

Underlying geology is mapped as Jura-Trias metavolcanic rocks and Mesozoic granitic rocks (granodiorite).

Vista rocky coarse sandy loam, 30 to 65 percent slopes (VvG), occupies the northern part of the site west of Champagne Boulevard. Runoff associated with this soil type is rapid to very rapid, with erosion hazard high to very high. Visalia sandy loam, 2 to 5 percent slopes (VaB), extends the length of the site east of Champagne Boulevard, and generally includes the major drainage channel. Runoff is slow, with erosion potential slight. Fallbrook sandy loam, 15 to 30 percent slopes, eroded (FaE2), occupies the southern part of the site, west of Champagne Boulevard, extending across the road into the eastcentral portion of the property. Runoff associated with this soil type is medium to rapid and erosion potential moderate to high. Vista rocky coarse sandy loam (VvE), a moderately steep soil with medium to rapid runoff and moderate to high erosion potential, extends along the steep slopes in the eastern portion of the site, east of which is Cieneba-Fallbrook rocky sandy loam, 30 to 65 percent slopes, eroded (CnG2). Characteristically, this soil type has rapid to very rapid runoff and high to very high erosion hazard.

The following chart summarizes the property's soil types and their associated runoff and erosion characteristics:

Soil Type	Runoff	Erosion Hazard
VvG	Rapid to Very Rapid	High to Very High
VaB	Slow	Slight
FaE2	Medium to Rapid	Moderate to High
VvE	Medium to Rapid	Moderate to High
CnG2	Rapid to Very Rapid	High to Very High

As described, the represented soil types are generally distinguished by runoff characteristics ranging from medium to very rapid and erosion hazard varying from moderate to very high. The one soil type exception (VaB) represents those soils found around the site's large drainage channel.

Seismic Conditions

No known, mapped, or reported geologic hazards such as active faults or landslides occur on the site or in the immediate area, although there are many faults in Southern California which could generate ground-shaking in the area, as identified on Figure 37, page 233, Regional Fault Map. Active faults in the region which could possibly affect the site include the Rose Canyon, Coronado Banks and San Clemente Fault Zones to the west, the Elsinore and San Jacinto Fault Zones to the northeast.

The site is not located within a special study zone per the County of San Diego Seismic Safety Element, and no indications of faulting were noted on the site or in the literature. The potential for ground surface rupture is considered to be low. Groundshaking as the result of movement along one of the above-mentioned fault zones is considered to be the most likely geologic hazard to affect the site. Table 30, page 234 summarizes the maximum bedrock accelerations that would be attributable to a maximum probable earthquake occurring along the nearest portion of these faults.

Groundwater Conditions

Groundwater is present at fairly shallow depths within the alluvial flood plain, but no groundwater seepage was noted outside of the main drainage course. No major groundwater related problems are anticipated; however, an evaluation of the potential impact of groundwater on the improvements is recommended prior to grading.

Landsliding

There appear to be no gross deep-seated instability problems with the onsite slopes; however, on the hillsides are a number of large granitic boulders which could slide downhill and impact the proposed improvements at the lower elevations. Site specific geotechnical investigations should include evaluation of specific areas and boulders.

Liquefaction

While the younger alluvial materials situated within the floodplain could be subject to liquefaction due to soil density and shallow groundwater, no settlement-sensitive structures are to be constructed within these areas. In the southern portion of the site, however, older alluvial materials appear to underlie specialty shops and restaurants; evaluation of liquefaction potential in these areas should be performed during site specific geotechnical investigations.

Steep Slopes

A slope analysis for the Champagne Gardens site showing steep slope areas (defined per the RPO) is included as Figure 13, page 126. As noted on this figure, the steepest portions of the property (those exceeding 25 percent in slope gradient) are situated in the far eastern part of the site, with knolls exceeding 25 percent slope in the northwest and scattered steep areas in the southwest.

Impacts of the Project

Impacts are significant but mitigable.

The following geologic conclusions can be drawn:

1. No geologic hazards of sufficient magnitude to preclude use of the site for the intended purposes are known to exist.
2. The native materials and properly-compacted fill soils derived therefrom are generally suitable for the support of the proposed development if the recommendations of a qualified soil and foundation engineer are followed and the minimum standards of the Uniform Building Code and applicable local ordinances are followed. All undocumented fills on the site are considered, however, to be unsuitable for foundation support in their present condition.
3. Portions of the granitic bedrock may present problems related to excavations if cuts are anticipated for the construction at the south end of the site, and the motel at the northern end. Blasting may be necessary for the proposed development of the site.

4. The potential for instability of the hillside boulders will need to be evaluated during site-specific geotechnical investigations for the proposed improvements. Additionally, over-sized rock disposal may be required during grading operations.
5. Liquefaction is not considered to be a major factor outside the areas of the large floodplain, however, all of the younger alluvial areas with shallow water tables which are to receive settlement-sensitive improvements, should be evaluated for liquefaction potential during site specific geotechnical investigations.
6. Generally speaking, although specific designs are not available at this point of the process, three of the seven sub-areas will be constrained to a greater or lesser degree by the presence of steep slopes. Encroachment calculations indicate that Sub-areas 1, 4, and 5 are within their encroachment allowance, as follows:

Sub-area	Encroachment Allowed (Sq. Feet)	Estimated Encroachment (Sq. Feet)
1A	16,170	0
4A	79,550	17,360
5D	15,289	14,880*

* Encroachment if entire use area was graded flat. Current design calls for a use that is largely underground. Reader is referred to Figure 23E, page 161, for a sectional view of the design concept.

7. Due to the presence of soils with moderate to high erosion potential, clearing and grading which would eliminate existing site vegetation could increase the potential for erosion impacts, particularly on manufactured banks. At the time of implementation of the Specific Plan, as part of the Major Use Permit/Site Plan process, measures to preclude erosion problems on the site should be evaluated and recommended on a sub-area specific basis.

Standards of Significance

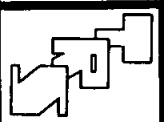
1. If unstable geologic features will be impacted by project implementation, including faults, alluvial material, and landslide areas.

Mitigation Measures






Development of the site is considered to be feasible from a geotechnical standpoint, and no unusual construction problems caused by geotechnical conditions are expected except those described and discussed above. Mitigation for those potential soils and geologic impacts

identified would be accomplished with requirement of specific geologic studies performed as part of the Champagne Gardens implementing Major Use Permit(s). Mitigation is as follows:

1. A sub-area specific evaluation of the potential impact of groundwater on proposed improvements is recommended prior to grading.
2. Because of the presence of granitic boulders on the project hillsides, which could move downhill and impact proposed development, geotechnical investigations should be performed on a sub-area basis and should include evaluation of specific areas and the stability of extant boulders in compliance with the Uniform Building Code.
3. At the time of implementation of the Specific Plan, as part of the Major Use Permit/Site Plan process, measures to preclude erosion problems on the site should be evaluated and recommended on a sub-area specific basis in compliance with the Uniform Building Code.
4. Special Area Regulation "G" for Sub-areas 1A, 1B, 4A, and 5D will require that each sub-area (1) meet specific steep slope encroachment calculations, as detailed on page 231 above, and (2) dedicate those areas of steep slope outside of the encroachment allowances in permanent open space easement.
5. Where settlement-sensitive structures are proposed within those areas identified as containing alluvial materials, evaluation of liquefaction potential should be performed during site specific geotechnical investigations in compliance with the Uniform Building Code.
6. Liquefaction is not considered to be a major factor outside the areas of the large floodplain; however, all of the younger alluvial areas with shallow water tables which are to receive settlement-sensitive improvements, should be evaluated for liquefaction potential during site specific geotechnical investigations.
7. Crossings proposed over the floodplain will be reviewed for impacts and mitigation.
8. When the Sub-area 5D, Wine Cellar, is presented for implementation, the design must minimize impacts to steep slopes by boring into hillside instead of removing overburden. Disturbed areas must be contoured to match the natural slope and must be revegetated with a planting palette matching as closely as possible impacted vegetation. The site shall carry a Special Area Regulator G, requiring further analysis of the final design for steep slope impacts.



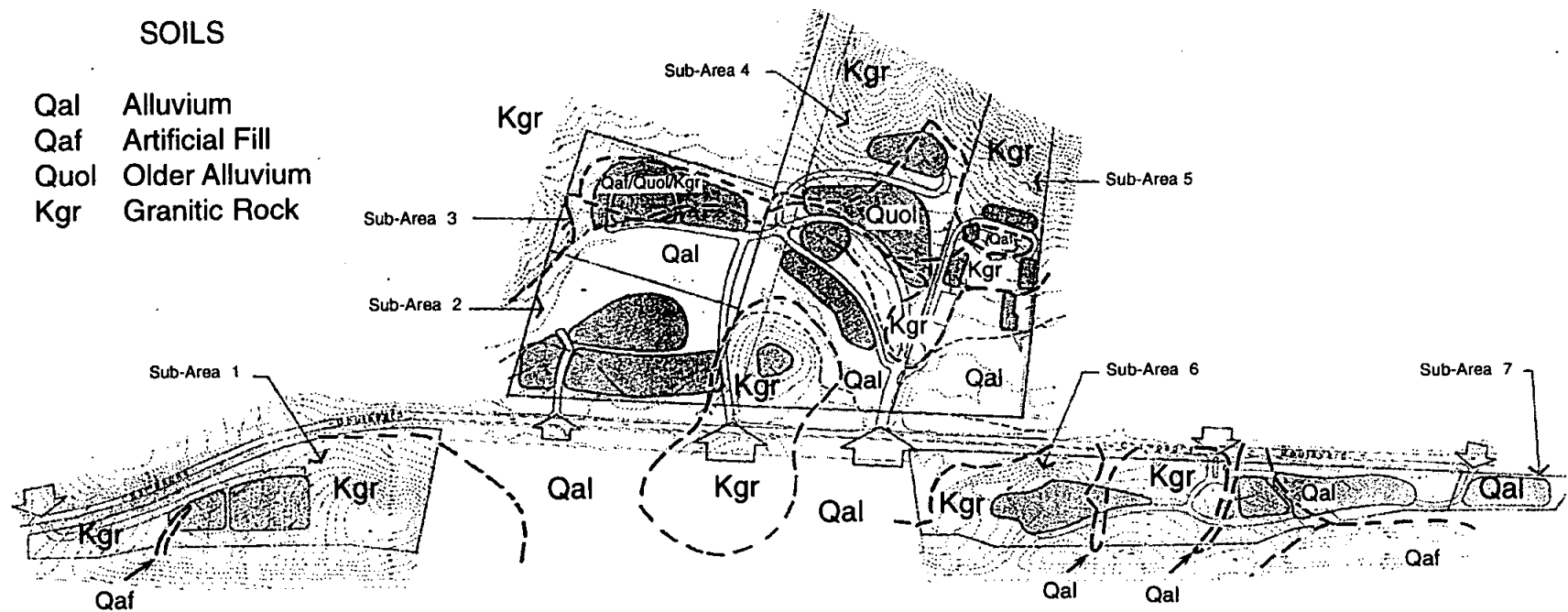
SYMBOLS

-  ROADWAY
-  FLOOD PLAIN
-  EXISTING STRUCTURE
-  PROPOSED DEVELOPMENT
-  VEHICLE ACCESS

SOILS

- Qal Alluvium
- Qaf Artificial Fill
- Quol Older Alluvium
- Kgr Granitic Rock

No Scale

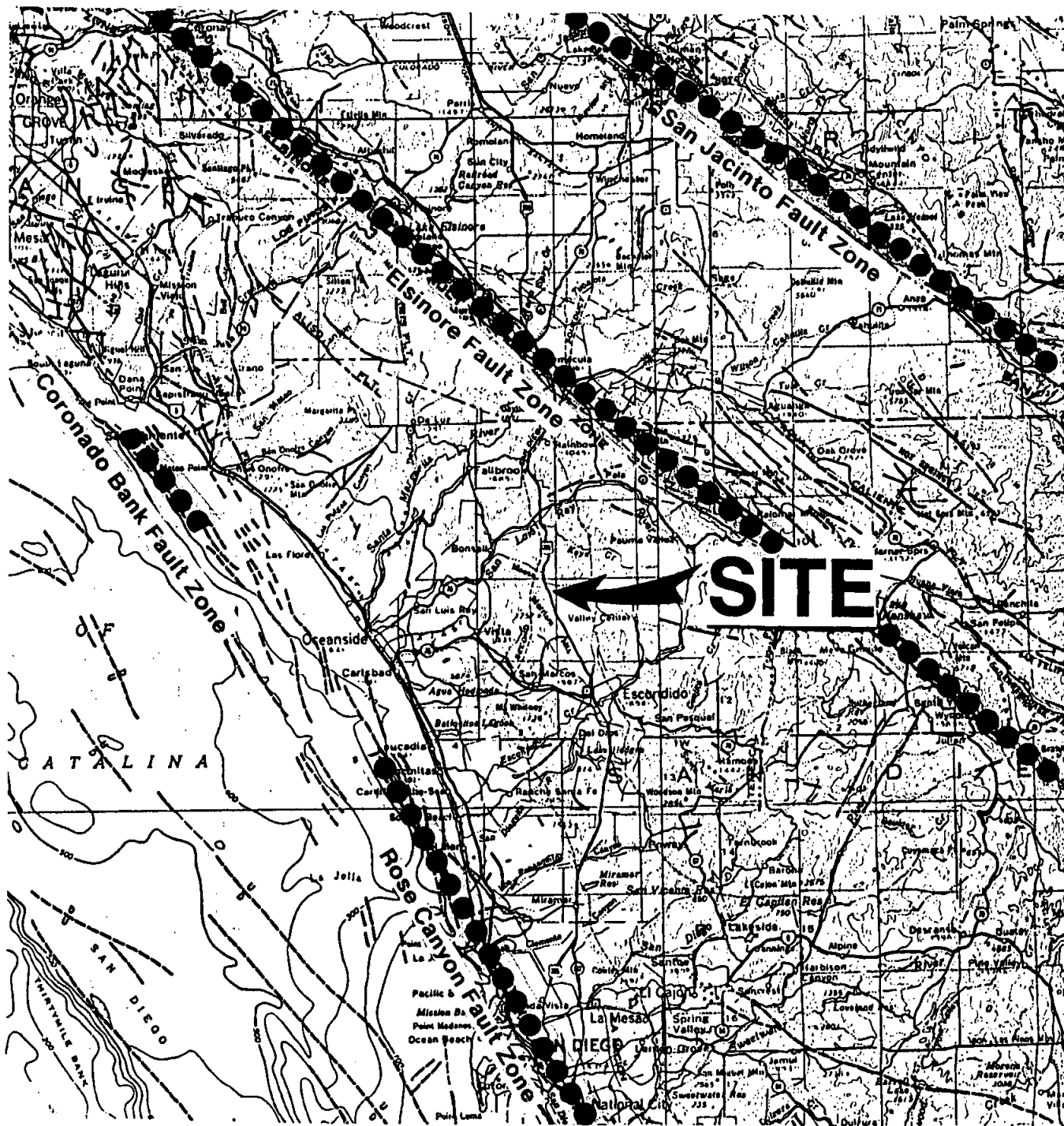


Site Geology

Figure 35



1" = 12 Miles ±



Regional Fault Map

Figure 37

Table 30
Maximum Probable
Earthquakes Along
Proximal Fault Zones

Fault Zone	Distance	Maximum Probable Earthquake	Bedrock Acceleration	Design Acceleration
Rose Canyon	18 miles	6.5 magnitude	0.18 g	0.12 g
Coronado Bank	36 miles	7.0 magnitude	0.11 g	0.08 g
Elsinore	12 miles	7.3 magnitude	0.37 g	0.25 g
San Jacinto	34 miles	7.8 magnitude	0.19 g	0.13 g



F. Flooding/Drainage

A review of potential flooding/drainage impacts created by development of the project has been conducted by Huitt-Zollars, Inc. The report documenting their findings is included in the Technical Appendices to this Draft Environmental Impact Report as Appendix E, and summarized below. In analyzing the impacts of the proposed project, various record documents were reviewed, including, among others, the *Floodway Information Study for Moosa Canyon, San Diego County, California*, prepared by the Army Corps of Engineers in October, 1975, and a study prepared by Civil Design Group, addressing improvements along the South Fork of Moosa Creek based on channel work performed by the Welk Park North subdivision.

Present Setting

The Champagne Gardens site lies east and west of the South Fork of Moosa Creek, and natural drainage is, therefore, toward the creek. Area slopes range from 4 percent to 25 percent, and the project site lies in a canyon defined by hills extending approximately 440 feet above the creek bed. Smaller drainage swales extend from the ridgeline to the creek, further dividing the drainage area. Site terrain is gently sloping in the floodplain and steep in the hilly areas; few parts of the site outside of the floodplain are level.

The South Fork of Moosa Creek flows through the project site, and the drainage basin contributing to this water course at the property is approximately six square miles. Upstream of the Champagne Gardens site is the Lawrence Welk Resort, where a multi-use restored natural channel carries drainage flows. At Welk View Drive, a multiple box culvert constructed across the South Fork of Moosa Creek provides access from Champagne Boulevard to the Welk parcel.

Two previous studies have been performed to address overall floodplain issues for Moosa Creek and its tributaries. In October, 1975, the first of these studies (entitled *Floodway Information Study for Moosa Canyon, San Diego County, California*) was prepared by the U.S. Army Corps of Engineers. This analysis estimated the 100-year discharge for the South Fork of Moosa Creek to be 5,600 cfs at Old Castle Road with a basin of 7.1 square miles, translating to a 100-year discharge of 4,700 to 5,000 cfs within the project site. One-hundred (100-) year water surface elevations were estimated at 464.2 to 486.8 through the subject property.

A second study was prepared by Civil Design Group to include improvements along the South Fork of Moosa Creek based on channel work performed by the Welk Park North development. Focusing on the section of creek extending from Lawrence Welk Drive to 2,400 feet downstream, this analysis used amended HEC-5 flood profiles to represent 10-, 50-, 100-, and 500-year flood and 100-year floodway profiles. The current Flood Insurance Rate Map delineates the 100-year and 500-year flood hazard areas based upon the Civil

Design Group study. In this analysis, estimated 100-year water surface elevations range from 465 to 484 through the project site.

Encroachment within the floodplain (such encroachment area is referred to as the 100-year flood fringe area) using earth fill or structural measures is allowable as long as the encroachment does not cause flood waters to rise more than one foot within the floodplain. Additional criteria require that hazardous velocities not be produced adjacent to the encroachment without slope protection. RPO criteria limit floodplain uses to agricultural or recreational uses. In addition, permanent structures for habitation or as a place of work are prohibited. Development below the elevation of the 100-year flood shall be capable of withstanding periodic flooding. And structure designs shall incorporate the findings and recommendations of a site-specific hydrogeologic study to ensure that adverse water resource impacts or significant impediments to flow will occur.

Standards of Significance

1. If areas subject to flooding are increased by implementation of the project.
2. If runoff and/or water accumulation is increased so as to cause existing water levels of flows to increase by more than one foot.
3. If mapped floodplains are altered.

Impacts of the Project

Impacts are significant but mitigable. The project proposes encroachment into the floodplain of the South Fork of Moosa Creek with the construction of an amphitheater, parking areas, parking structure, road crossings, and walkways. The amphitheater will be designed to utilize existing grade and some bermed earth. The parking structure, planned for approximately 60,000 square feet of ground, would be open-walled and non-impactive to flooding. Two road crossings are planned over Moosa Creek. An existing entrance to the Deer Park Winery will be removed.

Implementation of the project would change overland flows slightly and create impervious surfaces which would increase runoff from the site. These site alterations have the potential to create significant drainage concerns.

Valley Center Community Plan Conservation Policy 14, calls on projects to "... retain water courses in their natural state and prohibit all structures and future development within flood prone areas, ..." This policy has been addressed by the revised project through the reduction in floodplain encroachment and preservation of significant portions of the floodplain in open space. While structures are located in the floodplain, these would not impede a 100-year water flow unduly.

Mitigation Measures

Impacts the project on the floodplain of the South Fork of Moosa Creek can be mitigated by the following measures:

1. Project improvements to the creek will include a reinforced concrete box culvert road crossing and rock protection at storm drain outlets and other areas as needed.
2. Structures in the floodplain will be restricted to those providing a minimal impediment to water flow. Modification will not unduly accelerate the velocity of water so as to create a condition which would increase erosion (and related downstream sedimentation) or would be detrimental to the health and safety of persons or property or adversely affect sensitive biological habitat.
3. Best management practices (BMP) shall be used in the design and construction operations relative to water quality. Erosion/sedimentation BMPs will be used to mitigate impacts on storm water quality, and include measures such as sand bags, erosion planting, and other measures as needed.
4. Revegetation of disturbed areas will be undertaken, and a monitoring plan will be implemented to ensure a successful landscaping program.
5. Encroachments must be limited to the point that the floodplain will not be altered and FEMA and San Diego County maps will not need to be altered.

G. Public Services

Present Setting

Water

The Champagne Gardens Specific Planning Area is within the boundaries of three water service districts: property west of Champagne Boulevard falls within the Rainbow Municipal Water District (RMWD), property to the east lies within the Valley Center Municipal Water District (VCMWD), and the southwest portion of the Champagne Gardens site is within the Vallecitos Water District (VWD). Approximately 25 percent of the southerly portion of proposed Sub-area 5 is within the Vallecitos Water District service area, while the Valley Center Municipal Water District serves the remaining sub-areas east of Champagne Boulevard. The reader is referred to Figure 38, page 246, which illustrates water facilities locations.

Sewer

The Champagne Gardens Specific Plan Area also lies within the VWD, RMWD, and VCMWD for provision of sewer service, with district boundaries coincident with those described in the "Water" section immediately above. The Moosa Canyon Wastewater Treatment Plant, a facility of the Valley Center Municipal Water District, lies in the immediate project vicinity. VCMWD has a 12-inch sewer main that flows to the treatment plant from south to north along the South Fork of Moosa Creek, crossing through the Champagne Gardens site. The current capacity of the wastewater treatment plant is 0.5 millions gallons per day (mgd), all of which is presently committed. VCMWD recently formed an assessment district which is being used as a basis for funding the expansion of the Moosa Canyon Wastewater Treatment Plant, and to expand the facility's capacity to up to 1,000,000 gallons per day. Plans have been approved by the County Planning Commission and construction bids have been solicited.

Fire Protection

Fire protection and basic life support are provided to the Champagne Gardens Specific Planning Area by the Deer Springs Fire Protection District. The district recently began operating out of two stations: one situated at the southwest corner of Deer Springs Road and I-15, off of Mesa Rock Road, about 3 miles south of the project site, and the "headquarters" located at Champagne Boulevard and Circle-R Drive, less than a mile north of Champagne Gardens. Each station will be staffed full-time with one engine company consisting of two full-time fire fighters and one "paid call" firefighter (an intern or trainee). Individual firefighters are trained as emergency medical technicians and are capable of providing basic life support services. Deer Springs Fire Protection District presently owns two fire engines (pumper units), one brush rig, one "squad" truck to carry equipment, and a utility pick-up

truck. Since July 1, 1994, the District has contracted for all services from the California Department of Forestry (CDF), and all employees of the Deer Springs Fire Department are now also employees of CDF. The existing stations and equipment will be supplemented during the fire season by the addition of the CDF station on Lilac Road, about one-half mile east of I-15 and 4.5 miles from the Champagne Gardens site.

Law Enforcement

The Champagne Gardens project site is in the unincorporated territory under the jurisdiction of the County Sheriff, within Sheriff's Beat Number 363, serviced from the San Marcos Substation located at 187 Santar Place in San Marcos. Average response times for calls for service in the San Marcos Substation's unincorporated jurisdiction in 1994 were: 19.1 minutes for 60 priority calls, and 30.5 minutes for 413 non-priority calls.

The County Sheriff employs 1400 deputies, including officers whose services are under contract to the smaller cities, such as Vista, San Marcos, and Poway. Response time, for the first level of emergency service, by one officer, is 6 to 20 minutes. Back-up to the site by 11 officers from the Vista and San Marcos Sheriff Department is the next level of emergency service. The third level of emergency service includes mutual aid from the CHP and the Escondido Police Departments. The fourth level calls upon the help of deputies from the Encinitas, Fallbrook, and Poway Substations. The final level of emergency service is a general call to police departments around the county for help. Individuals arrested on the subject site for felonies would be transported to the Vista jail.

Emergency Medical Service

Ambulance service is provided by Hartsons Ambulance Service, stationed in Escondido and Vista. The Escondido station is located at South Center Parkway and Citracado, ten minutes from the project site, and the Vista station is situated at Sycamore and Highway 78, a slightly more distant ten to fifteen minutes away. Response time for ambulance service is ten to fifteen minutes for four units after the first call, with an additional four units arriving within another ten minutes, if needed. A total of 20 units can be onsite within 45 minutes of the first call.

Public Transportation

The North County Transit District (NCTD) provides commuter bus service to North San Diego County residents. NCTD has opened a transportation center in the City of Escondido, located on Grand Avenue just off of Center City Parkway. The center is approximately seven miles from the proposed project site and provides 300 parking spaces for bus riders. The North County Transit District has 126 full-size busses available, all handicapped equipped, and currently operates 90 to 100 busses on weekdays, providing service to approximately

30,000 people daily. Weekend service is slightly reduced, with fewer busses operating, serving 26,000 to 27,000 people.

Solid Waste Disposal

Solid waste from the project vicinity is currently taken to the Sycamore Canyon landfill in the County of San Diego. Other potential landfill sites are currently under study by the County of San Diego, and further options for disposing of solid waste are being analyzed.

A state law which went into effect on January 1, 1990, mandates a 25 percent reduction in solid waste by 1995, and a 50 percent reduction by the year 2000, through recycling efforts. Failure to meet the state recycling mandates in the time frame required will result in the levy of heavy fines. Any new landfill site(s) will use an intermediate dumping station where all trash will be sorted and recyclable materials removed.

The project area is served by several independent trash haulers who can be contracted to remove trash, although the area is not franchised to any one company.

Schools

As a commercial project with no residential development allowed, Champagne Gardens will not effect the number of students attending nearby schools.

Standards of Significance

1. If the project results in a substantial increase in demand for public facilities that cannot be accommodated by planned services.

Impact of the Project

Impacts are significant. Public facilities presently exist in the project vicinity and are generally available to provide service to the Champagne Gardens Specific Plan Area. For provision of water and sewer service, annexation/de-annexation procedures and/or service area agreements will be required due to the site's location within three serving districts; such procedures will be pursued at the implementation phases of the Specific Plan process. Public services not readily available to the Champagne Gardens site, or requiring capacity expansion, will be upgraded concurrent with their need as the project is implemented.

Water

Impacts are significant.

1. Annexation to a single water district, or completion of joint service or inter-agency agreements will be necessary to provide water and sewer service to the project. As discussed above, the project site lies within three water service district boundaries: Rainbow Municipal Water District, Vallecitos Water District, and Valley Center Municipal Water District. Ideally, the most efficient means of serving the project would be consolidation of all water provision services under one district service area. Based on existing infrastructure and capacity, VCMWD is best suited to provide water to the proposed development, and both VWD and RMWD have been receptive to the idea of combining the Champagne Gardens site under the VCMWD service area. The Vallecitos Water District is not currently providing service to Sub-area 5 and has no water transmission lines in the area; VWD appears willing to detach their portion of Sub-area 5 so that it may be annexed by VCMWD. RMWD currently provides water service to Sub-area 1 via a 3/4" waterline; as opposed to detaching this area, RMWD prefers to enter into a joint service agreement or inter-agency agreement, in which case, VCMWD would assume all service commitments but the parcel would remain within the Rainbow Municipal Water District.
2. While the Champagne Gardens properties west of Champagne Boulevard are best served by VCMWD through an out-of-agency service agreement among the districts, alternatively, detachment/annexation proceedings through the Local Agency Formation Commission (LAFCO) could be pursued to enable VCMWD to provide such service. Recent legislation (AB 1335) gives LAFCO jurisdiction over out-of-agency service agreements, and therefore LAFCO may be the final decision-making authority as to the best method to extend VCMWD water services to the west side of Champagne Boulevard.
3. County Form Letter 399W (Water Service) from the Valley Center Municipal Water District indicating their ability to provide service to Champagne Gardens is included in Appendix F, Public Services Availability Letters. It is anticipated that Valley Center Municipal Water District, having adequate infrastructure and capacity, can best serve the entire Champagne Gardens site as one service area. All project-required hook-up fees will be paid by the developer at the time of project implementation.
4. VCMWD has a reclaimed water ordinance that requires developments served by the District to use reclaimed water if the development is in an area to be supplied reclaimed water. The project will conform to the VCMWD reclaimed water ordinance in the creation and operation of its water supply facilities.

Sewer

Impacts are significant.

1. As discussed above, the Champagne Gardens Specific Plan site is within the boundaries of three districts for provision of both water and sewer: Vallecitos Water District, Valley Center Municipal Water District, and Rainbow Municipal Water District. As with water services, the project would best be served by Valley Center Municipal Water District, which has the nearby Moosa Canyon Wastewater Treatment Plant that will, upon expansion, be able to accommodate the effluent from the Champagne Gardens development. Although the plant capacity is currently committed, plans have recently been approved by the San Diego County Planning Commission which would expand the capacity of the facility to 1,000,000 gallons per day. The capacity needs of Champagne Gardens, which is within the assessment district for funding the plant expansion, were included in the district's determination of the size of the expanded plant. All project-required sewer improvements will be made and hook-up fees paid by the developer at the time of project implementation.
2. County Form Letter 399S (Sewage Disposal) is included in Appendix F. This letter indicates the district is capable of serving the project upon completion of their new water treatment facility. (See sewer discussion under section "Present Setting" for details.)

Fire Protection

Impacts are not significant.

1. The serving Deer Springs Fire Protection District has indicated the ability to provide fire protection services to the proposed project. Two fire stations are proximally located to the project site: a headquarters station at Champagne Boulevard and Circle R Drive, and the existing station at Deer Springs Road and Mesa Rock Road; Champagne Gardens is well within a five-minute response time from each station. All appropriate Fire Service Mitigation Fees will be paid by the Champagne Gardens proponents at the time of implementation of the project to offset any impacts to fire fighting facilities and equipment.
2. A Fire Service Availability Letter (County Form Letter 399F) is included in Appendix F.

Law Enforcement

Impacts are cumulatively significant.

1. The County Sheriff's Department has indicated that the Champagne Gardens project, in and of itself, will have a minimal impact on law enforcement services in the area; however, when considered in conjunction with the effect of general unincorporated population growth, there will be a negative cumulative impact which will require mitigation. In this regard, the County of San Diego Sheriff's Department recommends that the project be required to mitigate, to the extent legally allowed, the impact on their capital and facilities needs. The reader is referred to Appendix F which includes a letter from the County Sheriff's Department with respect to the proposed project. At various times, impact fees compensating for new development's direct impact on Sheriff's services have been considered and, should they be required, such fees will be paid by Champagne Gardens at the time of project implementation.
2. A letter from the San Diego County Sheriff's Department referencing the proposal is included in Appendix F.

Emergency Medical Services

Impacts are not significant.

Hartson's Ambulance Service, a private emergency medical transportation and service provider, would be capable of providing service to the project site from either their Escondido or San Marcos stations. The project would not negatively impact the ambulance service because, as a private provider, the service has the ability to increase staffing and equipment based on requisite or perceived need without negatively impacting on public funding or service.

Public Transportation

Impacts are not significant. The North County Transit District has indicated ability to adequately provide public bus transportation for the proposed project. In the project vicinity, public buses run on I-15, stopping in the area of the intersection with Welk Drive and Champagne Boulevard. Additional routes can be added if demand justifies it. The project will not have a significant impact on North San Diego County's public transportation services.

Solid Waste Disposal

Impacts are not significant. The project will incrementally contribute, along with new development, to the cumulative impact on the Sycamore Canyon landfill. In and of itself,

however, the project is not anticipated to contribute significant amounts of solid waste to the County's landfills.

Schools.

Impacts are not significant. As a commercial project, with no residential component, Champagne Gardens will not affect school attendance. School service availability letters have been obtained, however, as requested by the County and are presented in Appendix F. One district with affected jurisdiction, the Fallbrook Unified School District, has indicated that a School Public Facilities Agreement will be necessary. School Public Facilities Agreements, if required, must be in place prior to the project's approval.

Mitigation Measures

1. Water and Sewer

Annexation/joint service as inter-agency agreements must be in place prior to implementation of any Major Use Permit/Site Plan for the project.

2. Law Enforcement

It is recommended that cumulative impacts to Sheriff Department capital and facilities be mitigated to the extent legally allowed.

H. Cumulative Impacts

Section 15130 of the California Environmental Quality Act (CEQA) requires that cumulative impacts be discussed when they are significant. Cumulative impacts refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. The cumulative impact from several projects is the change in the environment resulting from incremental impact of the project. This section will discuss the cumulative affects of currently-proposed or planned development in the general project area, the impacts of which, when considered in association with impacts of the proposed project, would be significant. Measures, as feasible, to reduce the significant cumulative impacts are recommended for the cumulative projects.

Present Setting

Current development on the 80-acre Champagne Gardens project site is comprised of a winery, vineyard, and deli in the southeastern, a mini-storage facility at the southwestern, and an abandoned residence and horse farm in the eastcentral portion of the site. The remainder of the site is vacant. A narrow valley defined by the south fork of Moosa Creek and its floodplain generally defines the immediate vicinity. This valley is bordered on the west by I-15 and on the east by a ridgeline. Most of the land immediately surrounding the project site to the north, east, and south is vacant. The Lawrence Welk Resort complex is situated approximately one-quarter mile to the south, and the Castle Creek Resort, one-half mile to the north.

For the purpose of identifying cumulative effects of proposed and approved projects in the area of the Champagne Gardens site, a generalized "study area" has been defined as depicted on Figure 39, page 260. The study area boundaries take in an area within an approximate two mile radius of the project site. Within the area, excluding the project, ten projects have received approval from the County of San Diego, but are not yet under construction or have been only partially constructed, and three discretionary proposals are in process at the County of San Diego Department of Planning and Land Use at this time. These projects are shown on Figure 39 and their basic characteristics are summarized on Table 31, Characteristics of Cumulative Projects, page 261. The following discussion relates the environmental impacts of these projects, as assembled from public records on file at the County of San Diego Department of Planning and Land Use.

Cumulative Study Area Projects

TM 4903 Rpl¹

TM 4903 Rpl¹, Log No. 90-2-26, Recorded Map 13239, is located on approximately 19.57 acres at the northwestern limit of the two-mile study area, between Moosa Canyon Road and Gopher Canyon Road. This project, approved by the County PERB Board on March 19,

1992, proposes eight single-family residences. The primary environmental issue raised concerned the presence of steep slopes; mitigation for steep slopes took the form of two open space easements totaling approximately 4.39 acres in size. A Negative Declaration was issued for TM 4903 Rpl¹.

TM 4793 Rpl⁶

TM 4793 Rpl⁶, P91-014 Rpl², contains roughly 215 acres, located off of Moosa Canyon Road, at the extreme northern boundary of the two-mile study area. An EIR for this project, comprised of 33 single-family estate lots, was approved in May, 1992. The EIR addressed issues of cultural resources, biology, visual/hillside, hydrology, and geology; all issues were determined to be significant but mitigable. Mitigation in the form of approximately 154 acres of open space was provided by the project.

4754 Rpl³

TM 4654 Rpl³, Log No. 88-2-50, Recorded Maps 13245, 13246, 13249, 13251, consists of 215 single-family residences and is situated on 44.9 acres just north of Old Castle Road and the Castle Creek Golf Course (formerly Circle R). Environmental issues of archaeology, biology, traffic, and visual/hillside were based on the EIR written earlier for the Castle Creek Country Club. Resolution of the issues identified has taken the form of dedication of 26.8 acres of open space; a Negative Declaration was issued for the project on October 26, 1990.

TM 4744

TM 4744, S88-050, Log No. 86-8-21, (also known as Rimrock), represents 70 estate-sized lots on approximately 170 acres to the east of the Champagne Gardens site. A Negative Declaration was issued for this project on November 10, 1992, corrected May 25, 1993, identifying mitigation, including dedication of open space easements for potential visual impacts. The project was approved May 25, 1993 by PERB.

TPM 20033

TPM 20033, Log No. 92-2-18, was granted a Negative Declaration dated March 2, 1992 and approved May 20, 1993. This 13.73-acre project, on which two parcels have been approved, is located roughly .5 miles west of the subject site. Environmental issues of visual impact were addressed by dedication of approximately 8 acres in open space.

TPM 20073

TPM 20073, Log No. 93-8-1, is located at the far western boundary of the cumulative impact study area, on 12.5 acres off of Twin Oaks Valley Road. The project comprises two parcels, granted a Negative Declaration on October 5, 1993 and was approved on February 8, 1994.

Steep slope/visual issues were mitigated by dedication of approximately 7 acres of open space easement.

TPM 19429

TPM 19429, Log No. 89-8-38, is comprised of 38.64 acres at the southeast boundary of the study area. The project was granted a Negative Declaration on March 5, 1991, for four lots. Environmental issues, mitigated by dedication of open space, included archaeological resources, biological resources, and hillside development.

TPM 19487

TPM 19487, Log No. 89-2-99, located on approximately five acres at the eastern boundary of the study area, has been approved for two lots. A Negative Declaration was issued November 7, 1989. Steep slopes had been identified as an environmental issue; mitigation was by open space easement covering roughly 2.5 acres of the site.

TPM 19009

TPM 19009, Log No. 87-2-68, is situated on approximately 10.6 acres .25 miles east of the project site. The project was approved on November 17, 1987, a Negative Declaration was issued September 29, 1987. No environmental issues were identified.

TPM 19501

TPM 19501, Log No. 89-2-104, is situated on 4.64 acres off of Gopher Canyon Road, approximately 2.25 miles northwest of the project site. The project was approved by Negative Declaration on December 12, 1989, after mitigation for biological resources. Mitigation took the form of .22 acres of open space for a wetland buffer area. The most recent action on the project was an extension of time for recordation of the final map; the time extension, granted September 2, 1992, extended the map to August 6, 1994.

TPM 20131

TPM 20131, Log No. 94-8-2, is situated on 13.2 acres approximately 1.75 mile east of the subject site. Requesting three lots, the project is awaiting approval by the Department of Planning and Land Use, after dedication of approximately 3 acres of open space easement as mitigation for biological resources, natural drainage, and steep slope issues.

TPM 19959

TPM 19959, Log No. 91-8-49, consists of 29 acres located 1.5 miles east of the Champagne Gardens site. The project was approved on April 28, 1992, for three lots, with mitigation for

steep slopes and biological resources taking the form of open space easement dedication. A Negative Declaration was issued for the project on December 31, 1991.

P82-022W

P82-022M²W¹ requests the addition of a 4900 square-foot pro-shop, and golf cart storage building at the Castle Creek (formerly Circle R) Golf Course, approximately .5 miles north of the Champagne Gardens site. Archaeological resources were identified on the project site, with mitigation comprised of open space easements totaling approximately 500 square feet over the resources. The project was granted a Negative Declaration on February 27, 1991.

Generalized Area Development Impacts

In addition to those specific impacts attributable to the above-described development currently approved or under consideration by the County of San Diego, other potential development allowable under the present land use regulations will add to aggregate impacts in the project vicinity. Future potential development could include additional single-family residences, as well as small pockets of commercial use. The effects cumulatively generated by these potential future developments will include additional traffic, with its attendant noise and air quality impacts, as well as incremental intrusion into currently undeveloped land. Conversion of natural land to other uses could accelerate the drain on public services and facilities and incrementally increase light pollution. Loss of physical and visual open space and biological habitat are also cumulative impacts which occur in association with the conversion of undeveloped land to alternative uses.

Standards of Significance

1. If the project causes regional thresholds for unacceptable traffic levels of service or noise levels to be exceeded.
2. If the project exceeds regional thresholds for the preservation of biological core linkage areas.

Impacts of the Project

Development of the proposed project would have a significant cumulative impact. Those impacts are of both a quantifiable nature (for example, traffic, noise, air quality, biological affects, and drain on facilities and services) and a non-quantifiable nature (such as visual, community character, and regional loss of open space). Implementation of both project-level mitigation (particularly as it relates to projects implementing the Champagne Gardens Specific Plan) and regional programs to limit cumulative impacts is necessary to address these concerns.

However, as stated, the Champagne Gardens Specific Plan and zone reclassification will establish maximal site uses which could conceptually add to cumulative area impacts; therefore, the following discussion takes into account a generalized discussion of possible affects of Champagne Gardens' implementing processes, combined with impacts of potential future area development, approved or in-process projects, and projects currently under construction in the immediate vicinity.

1. Biology

Cumulative impacts to biology are significant. Biological resource studies have identified the existence of a number of sensitive biological resources within the project vicinity, including riparian habitat, oak woodlands, wetlands, and Diegan sage scrub, all of which are considered to be sensitive by the County of San Diego. Wetlands and Diegan sage scrub are also considered to be sensitive by state and federal agencies.

A Biological Resource Survey and Report on the Champagne Gardens site has revealed several significant biological resources including oak woodlands, riparian habitat, and Diegan sage scrub vegetation. Loss of these resources onsite would incrementally increase the loss of biological resources associated with other area development, which, when taken in tandem would amount to a significant quantifiable cumulative impact to the region's biological resources. Because no implementation is proposed as part of the present Champagne Gardens project, extensive mitigation for potential impacts to the site's biological resources has been presented. Mitigation will take the form of open space easement dedication, extensive resource revegetation, and/or offsite purchase of equal or better quality habitat at a ratio to be determined. This requirement would reduce the significant project-specific biological impacts to below a level of significance, also significantly reducing the project's contribution to quantifiable cumulative impacts to biological resources as well. Other area projects, including those that are presently known as well as those future projects which have no current definition, will be subject to biological scrutiny under the County of San Diego's environmental impact guidelines and Resource Protection Ordinance, and will be required to mitigate, on a project-by-project basis for impacts to biological resources which accrue to each.

Project biological impacts include a non-quantifiable component as well, involving intensification of use on the site. Mitigation for the intensification of land use, which results in perceived degradation of existing open space (i.e., undeveloped land) and value of natural habitat, is often subjective in nature and requires implementation of far-reaching programs and policies intended to apply on a regional basis. Mitigation for cumulative loss of biological resources in the region will involve implementation of programs such as the County Multiple Habitat Conservation Open Space Program (MHCP) within the unincorporated area, as well as the County's Resource Protection

Ordinance, which regulates development on and requires the preservation of sensitive lands. The MHCP is currently nearing final stages of study and may be presented to the County Board of Supervisors in the near future. As noted, the project preserves extensive areas in open space. Project design preserves significant connectivity with the contiguous offsite areas, while helping to mitigate the direct impacts of cumulative habitat loss, will also help to compensate for the perceived degradation of open space and habitat value associated with intensification of land use. Goals, policies, and action directives intended to preserve open space on a regional level are also addressed in the Open Space Element of the County of San Diego General Plan.

All of the various types of sensitive lands defined, categorized, and developmentally-constrained by the County's Resource Protection Ordinance are present, to a greater or lesser extent, within the cumulative impact study area. Each of the identified study area projects filed subsequent to 1988 has been specifically assessed during its environmental review for the site-specific presence of sensitive lands, and mitigation assessed for such lands' protection. Most of the projects filed prior to 1988 were also evaluated for the presence of biological or cultural resources and steep slopes (via hillside and visual evaluation), and mitigation granted to reduce impacts to these resources. All of the projects on which impacts have been determined to be significant have dedicated open space in order to preserve resources. While no implementation and therefore no specific mitigation other than a requirement for additional studies relative to implementing proposals, has been assessed to the Champagne Gardens Specific Plan and zone reclassification, various categories of RPO-defined sensitive lands have been identified on the site and will be mitigated during future implementation phases of the proposal. Such site-specific mitigation on a project-by-project basis is intended to avoid cumulative impacts to sensitive lands. In addition, implementation of the County's Multiple Habitat Conservation Open Space Program will help to mitigate regional impacts to sensitive lands. Goals, policies, and action directives intended to preserve open space on a regional level are also addressed in the Open Space Element and the Conservation Element of the County of San Diego General Plan.

2. Community Character/Visual Impacts

Cumulative impacts are not significant. Cumulative impacts to visual resources and community character are generally associated with the loss of open land, the alteration of historic landforms, and the level of intensification of site use. The implementing projects of the Champagne Gardens Specific Plan will contribute incrementally to cumulative impacts to these resources the introduction of a resort-oriented visitor-serving commercial center on land which is currently mostly vacant. Such a use alteration would result in the loss of existing physical and visual open space.

Implementation of each of the referenced development projects would visually alter its associated site, with a related cumulative visual alteration of the entire study area. During its discretionary processing, each individual project would be, or has been, considered for its potential to have significant negative aesthetic impacts; mitigation for those effects judged to be significant would be required on a project-specific basis, and would include measures such as open space preservation and enhanced landscaping. Mitigation required of the Champagne Gardens Specific Plan and zone reclassification includes a requirement that subsequent implementing Major Use Permit(s) for relevant project components be reviewed for their potential to impact community character and/or visual aesthetics of the area.

Although project-specific requirements such as landscaping or open space dedication will reduce cumulative impacts on a given site, the non-quantifiable cumulative effect to the region on visual and community character resources can only be addressed with the implementation of regional programs and policies. Various County policy and ordinance mechanisms are currently in place to ensure that a project mitigate for such non-quantifiable impacts. Primary among these mechanisms are the application by the County of San Diego, for its land development projects, of site plan review by "D" (Site Plan Review) or "B" (Design Guideline Review) designators. Site plan review for design purposes, which includes adequate provision of open space and retention of significant biological, visual, and landform resources, has been initiated in many communities in the County of San Diego on those projects developing industrial, commercial, or multi-family uses. The "D" or "B" designators have been used in conjunction with specific areas of the Champagne Gardens project.

The Champagne Gardens Specific Plan does use these designations to allow for review of cumulative impacts at the appropriate time. The Champagne Gardens Specific Plan (and future implementing proposals), as well as other sites located along the I-15 Scenic Corridor, are responsible for compliance with the County of San Diego Scenic Highway Element and the I-15 Scenic Corridor Design Guidelines, enforced by the I-15 Design Review Board. Guidelines for protection of visual resources are also included in the Conservation Element of the County General Plan, as well the policies and action programs of the Valley Center Community Plan, the Bonsall Community Plan, and the North County Metropolitan Subregional Plan, which form a contextual base for community character elements.

Adherence to the standards and guidelines of these regional policies and programs will serve to minimize the adverse cumulative impacts of area development to visual resources and community character.

3. Traffic

Impacts are significant. The most easily identifiable and probably most immediately recognizable cumulative impact is associated with an increase in traffic. An analysis of the traffic implications of the Champagne Gardens Specific Plan is included as Appendix B, Traffic Impact Analysis, and discussed in detail in Section III, D, Traffic, of this report. In summary, implementation of the Champagne Gardens Specific Plan would add a maximum of 8,360 ADT to the area circulation system. Other cumulative study area projects currently under review would add an additional 3,460 ADT for a total maximum study area increase of 11,820 ADT (see Table 31, page 261).

Additional projects outside the two mile radius were assessed in the traffic report. These are: Escondido Highlands, a residential development, and California State University San Marcos, which together generate 40,820 ADT in their areas. Approximately 11 percent of this traffic was estimated to use roads in the Champagne Gardens vicinity. (Figure 30, page 183)

As with other environmental issues, when a project is considered to contribute significantly to area traffic impacts, a project-specific traffic assessment is made and individualized mitigation, such as roadway improvements, determined. This process has been accomplished relative to the Champagne Gardens Specific Plan and zone reclassification, as it has with other study area projects determined to have significant traffic impacts. Mitigation required of the Champagne Gardens Specific Plan and zone reclassification includes a requirement that subsequent implementing Major Use Permit(s) be reviewed for their specific addition to area traffic, and mitigation be tailored to each implementing process' specific impact. Implementation of the County of San Diego's Bridge and Major Thoroughfare Fee, which requires monetary contribution to future major road improvements which are infeasible on a single-project level basis, is another tool available to the County of San Diego to aid in mitigation of regional cumulative traffic impacts

Project-specific requirements such as roadway improvement and/or signal installation will reduce cumulative impacts on a local scale; however, total mitigation for regionally-significant cumulative traffic impacts requires adherence to regional programs which attempt to reduce traffic on area roadways. The following recommendations, specifically designed to reduce cumulative air pollution impacts, would, by reducing traffic flows, also reduce cumulative noise impacts. These are, however, regional measures which could only be successful if applied on a regional basis.

- a. Extension and maximum use of public transit. The North County Transit District (NCTD) currently has a stop at Welk Drive and Champagne Boulevard, south of the project.
- b. Maximum use of carpools and park-and-ride facilities.
- c. Development of bicycle and pedestrian pathways. The project will provide extensive walkways, enhanced with area landscaping, which will encourage walking. Bike lanes will be provided on Champagne Boulevard.
- d. Implementation of construction techniques to minimize particulate and chemical emissions.
- e. Twenty bus parking spaces will be provided in the parking structure as a means of encouraging the use of mass transit.

4. Noise

Cumulative noise impacts are not significant. The project will contribute a significant amount of traffic to the existing roadway system. As mentioned above, implementation of the Champagne Gardens Specific Plan and zone reclassification would add a maximum of 8,360 ADT to the area roadway system. The projects listed on Table 31, page 261 as cumulative area projects would add an additional 3,460, for a total cumulative study area impact of 12,360 ADT. Noise, however, was not scoped as a significant impact on any of these projects. The addition of the project itself will have insignificant impacts when compared to the Series 7 SANDAG projections for the area. For example, project-related ADT for Champagne Boulevard north of the project, at 4,280 ADT, compares to the Series 7 projection of 19,280 ADT. Mitigation for project-related impacts will need to address the potential for cumulative impacts.

5. Geology/Soils

Cumulative impacts to geology/soils are not significant. Due to the presence of moderate to highly erosive soils in the project area, any or all of the projects discussed in the Cumulative Impacts Study would have the potential to contribute to significant erosion impacts in the area. Much of the project site itself, as demonstrated by the Geological Reconnaissance, contains erosive soil in places which, when left in a bare ground state, could become significantly eroded. Mitigation measures proposed for the project involve site-specific geological investigations performed on a sub-area basis for the Specific Plan implementing processes. At that time, mitigation for geologic and soil limitations could include limited vegetative clearing and establishment of vegetative cover as soon as possible after grading, which would

insure that the project would not contribute significantly to cumulative geologic impacts.

Implementation on a project-by-project basis of the County Grading Ordinance, with its erosion-control guidelines and regulations, will insure that each of the cumulative study area projects and any future development minimize erosion on its particular site, thus reducing the potential for cumulative geological impacts to occur. Other regional policies and ordinances, such as the Resource Protection Ordinance, which restricts grading on steep slope lands, will serve to limit the potential for cumulative impacts to geological resources.

Hillsides or steep slopes were cited in six of the thirteen projects surveyed. Mitigation for these in conformance with the RPO is necessary. The project does not contribute to steep slope encroachment because it avoids impacts to these areas.

6. Flooding/Drainage

Impacts are not significant. Development of vacant land can have a tendency to increase drainage and runoff impacts by increasing impervious surfaces (roofs, roads); altering of natural drainage courses can also be contributory to flooding problems. Avoidance of cumulative flooding and drainage problems has been addressed conceptually through the County of San Diego's continued study of flood hazard areas, and floodway and floodplain delineations in areas prone to flooding. One such area, which has been studied several times (by the U.S. Army Corps of Engineers in October, 1975, and again later by Civil Design Group) is the flood prone area around Moosa Creek and its tributaries. Projects affecting drainage and runoff in the Moosa Creek drainage basin, or altering the natural course of the creek, could have a cumulative impact on flooding and drainage issues in the area. Project-specific attention to flooding and drainage, and improvements based on a development's particular potential impact to the basin, as part of a project's environmental review through the County's approval process, would mitigate individualized impacts to flooding and drainage issues, thus generally precluding aggregation of issues into a significant cumulative impact. Additionally, each project must conform individually to the County Department of Public Works requirement that run-off be controlled on the given project site, without increasing velocity or volume to offsite drainage flows. In parts of the County particularly hard hit by flooding problems, where individualized drainage improvements are insufficient to mitigate cumulative long-term flooding impacts, collection of a Drainage Area Impact Fee has been instituted to mitigate such aggregate impacts. Floodplains are also protected as sensitive lands under the County's Resource Protection Ordinance, which regulates development in the floodway and the floodplain fringe.

7. Public Services

Impacts are significant. Approval of all of the proposed projects in the area would result in development which would create significant cumulative demands for schools, fire and police protection, water supplies, and sewage and solid waste disposal. This cumulatively significant impact would be reduced to below a level of significance by payment of service hook-up fees or, where appropriate, service impact fees, by each individual project, and by provision of public system improvements, as needed.

Mitigation for the cumulative drain on public facilities and services which has been identified as an incrementally-significant issue, requires the payment of district and agency fees and, when necessary, extensions of service. This issue has been addressed in the County of San Diego General Plan, Public Facilities Element, which discusses various public facilities' financing mechanisms and options. Determination of impact and hook-up fees, and subsequent payment of fees on a project-level basis, must be a regional priority to fully mitigate this issue.

8. Other Miscellaneous Impacts

Other miscellaneous impacts related to cumulative development in the project area include reduction in regional air quality associated with an increase in traffic in the region, and cumulative degradation of dark sky conditions which could affect the research capabilities of the Palomar Mountain Observatory, located approximately 25 miles to the east. While neither Champagne Gardens nor any of the other projected area developments are anticipated to create regionally significant air quality or dark sky impacts in and of themselves, the aggregate impacts for all of the projects would contribute incrementally to a general reduction in air quality and dark sky conditions for the region. These impacts could be regionally significant.

Reduction in air quality within a region is attributable largely to increases in traffic on area roadways. Recommendations discussed under Cumulative Impacts, Traffic, above, are specifically designed to reduce cumulative air pollution impacts by reducing traffic flows. As discussed, these are, however, general measures which could only be successful if applied on a regional basis.

Implementation of the County's Dark Sky Policy by area projects will significantly reduce cumulative dark sky impacts on a project-by-project basis, as it requires design and jurisdictional approval of a lighting plan intended to minimize nighttime lighting emissions.

Mitigation Measures

1. For the Champagne Gardens Specific Plan and zone reclassification, mitigation measures have been recommended which would reduce the above project-specific impacts to below a level of significance. Likewise, as other proposed area development ensues, project-specific impacts would be addressed and mitigation recommended in an attempt to reduce environmental impacts associated with those proposals. For those projects not requiring environmental review (i.e., development requiring only building permits) the impacts can be assumed to have been assessed and mitigation proposed during development of the relevant community or subregional plan.
2. Public transportation shall be encouraged. A minimum of 20 bus-parking spaces shall be provided in the parking mix for the maximum project plan.
3. North County Metropolitan Transit District (NCMTD) will be asked to assess the site for extension of NCMTD bus service. Signage shall encourage the use of public transportation to and from the site.
4. The project shall provide a 500 foot right turn lane at the I-15/Deer Springs Road Northbound Off-ramp. The improvement shall be constructed in conjunction with the first onsite development.
5. Assessments in conformance with current regulations shall be paid to compensate for impacts to Fire and Sheriff's services.
6. The project shall conform to Natural Communities Conservation Program guidelines in preserving open space corridors and onsite sensitive habitats. Regional biological corridors shall be preserved through creation and enhancement of onsite links with offsite areas, as detailed in Section III A above.
7. Offsite areas east of Sub-areas 4 and 5 shall be dedicated open space to provide improved links with extensive offsite habitat corridors. See Section III for details.

General measures have been discussed above pertaining to each potentially significant cumulative impact. Some of these measures relate to project-specific mitigation addressed during its discretionary approval process; other measures are regional in nature and would require regional implementation.

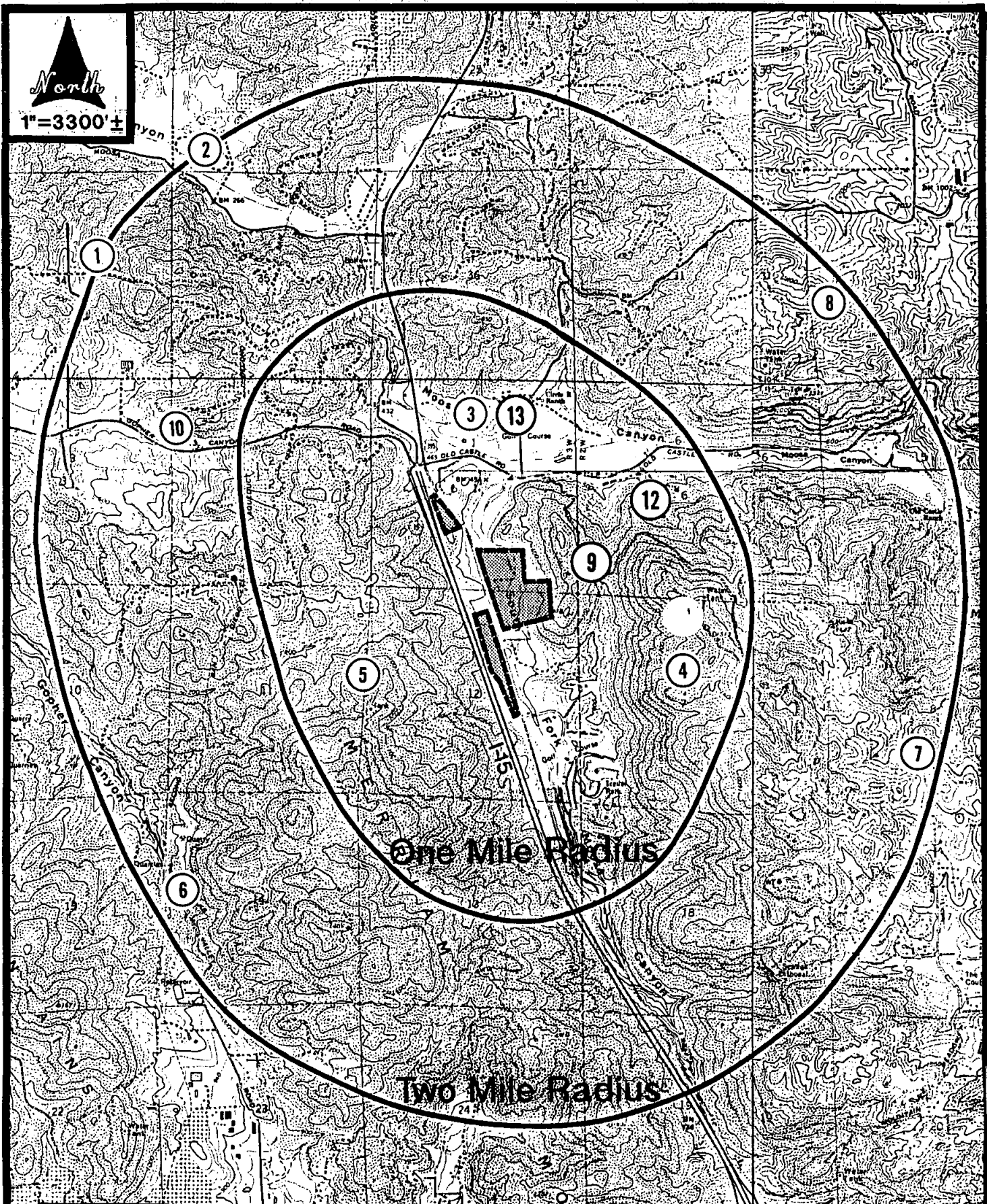
Mitigation for cumulative impacts must be accomplished regionwide through the controls of adopted community and subregional plans and policies. Environmental evaluation which precedes and is associated with adoption of a community or subregional plan generally considers local and regional cumulative impacts related to effecting the Plan as

proposed. Essentially, the cumulative impacts of development projects which are carried out in accordance with the community or subregional plan are presumed; implementation in accordance with the plan can be considered, therefore, to mitigate accumulated impacts.

In summary, the proposed project contributes incrementally both to significant cumulative area impacts and to mitigation of those impacts. Uses such as the one proposed are allowed by the County of San Diego Regional Plan, the site-specific Community and Subregional Plan land use designations, and the site's zoning classification. Each project component, as it comes forward, will require further environmental review and project-specific assessment of impacts and mitigation.



1"=3300'±

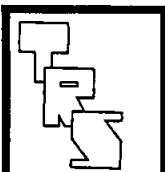


Cumulative Study Area

Figure 39

Table 31
Characteristics of Cumulative Projects

<u>MAP SYMBOL</u>	<u>PROJECT</u>	<u>ACRES</u>	<u>PERMANENT RESIDENTIAL UNITS</u>	<u>OTHER USES</u>	<u>ADI</u>
1	TM4903RPL	19.57	8	N/A	80
2	TM 4793RPL ⁶	215	33	N/A	330
3	TM4754RPL ³	44.9	215	N/A	2150
4	TM4744	170	70	N/A	700
5	TPM 20033	13.73	2	N/A	20
6	TPM 20073	12.5	2	N/A	20
7	TPM 19429	38.64	4	N/A	40
8	TPM 19487	5	2	N/A	20
9	TPM 19009	10.6	2	N/A	20
10	TPM 19501	4.64	2	N/A	20
11	TPM 20121	13.2	3	N/A	30
12	TPM 19959	29	3	N/A	30
13	P82-022W	----	-----	4900 SF BUILDING, PRO-SHOP, GOLF CART STORAGE	
TOTALS		576.78	346		3460



IV. ALTERNATIVES TO THE PROPOSED PROJECT

Section 15126(d) of the CEQA Guidelines requires the discussion of an Existing Plan alternative and of "reasonable alternatives to the project, which could feasibly obtain the basic objectives of the project." The discussion must focus on alternatives capable of eliminating significant adverse impacts or reducing such impacts to a level below significance. The key issue is whether the selection of alternatives fosters informed decision-making and informed public participation (CEQA Guidelines, Section 15126(d)).

Alternatives addressed here include the following: (1) No Project; (2) No Development; (3) Reduced Intensity Project; and (4) Environmentally Superior Project.

A. Alternative 1: No Project

Implementation of the No Project alternative would preclude development of the 80-acre project site pursuant to the current design plans. However, the site-specific land use definition for the Champagne Gardens property (identified as the Champagne Boulevard Specific Plan Area), as outlined in each of the pertinent community and sub-regional plans, precisely defines the character of any future development of the project site. The Champagne Boulevard Specific Plan language includes direction that any onsite project accommodate visitor-serving commercial uses, similar in nature and complimentary to those found in the Lawrence Welk Country Club Village and the Castle Creek Country Club development, and that no permanent residences be allowed, other than those already occupying the site. In addition, permitted uses under C-42 (visitor serving commercial) are quite limited, and include convenience sales, eating and drinking establishments, participant sports of all kinds, specialty retail sales, and transient habitation as represented by campgrounds or a resort, as well as business support and recycling centers. The location constrains some of these uses. For example, a golf course would be unlikely given the proximity of two courses to the north and south. Extensive sports fields such as baseball would be unlikely given the lack of a supporting population base and the lack of suitable terrain. In addition these may be out of character with the resorts north and south, violating a major element of the Champagne Gardens SPA. Campgrounds may be a candidate use, although similar facilities exist farther north along Old Highway 395.

Given this direction, it can be presumed that the No Project alternative could accommodate another project on the subject site, but that any such project would likely be similar in nature to the project as proposed, while possibly different in scope or scale. Assuming a different but comparable project for the "No Project" Alternative, it can be assumed that general environmental impacts of Alternative 1 would be similar to those of the Champagne Gardens project as proposed.

B. Alternative 2: No Development

Implementation of the No Development alternative would limit site uses to those currently approved. With implementation of Alternative 2, no significant environmental impacts would accrue and there would be no addition to incremental area impacts to biological resources, community character/visual aesthetics, traffic, noise, soils, flooding/drainage, or cumulative impacts. Retaining its current visual character and presently operating uses, the site would continue to fit harmoniously with the surrounding community. No additional protection to the site's environmental resources would accrue, however, nor would contribution be made to currently-needed improvements to the vicinity circulation system.

C. Alternative 3: Reduced Intensity Alternative

A "Reduced Intensity Alternative" design has been conceptualized for the Champagne Gardens Specific Plan, although the "Reduced Intensity Alternative" would insure that implementing projects be subjected to project-specific environmental review. Because precise design plans have not yet been conceived for the implementing projects, the quantifiable impacts of additional maximal traffic and the maximum square footage of the uses are the only hard numbers against which to judge a lesser project alternative. With this in mind, the lesser project alternative has been evaluated to reduce quantitative environmental impacts by roughly one-fourth, reducing total maximum project square footage to 593,590 square feet, divided among the sub-areas as shown on the table below, and total maximum average daily trips to approximately 6,675. The Reduced Intensity Alternative simply makes a 25 percent reduction in maximum use intensity on each separate sub-area, resulting in a total project that is approximately 75 percent as use-intensive as the proposed Specific Plan.

Using these criteria, the maximum quantifiable use characteristics of the Reduced Intensity Alternative for the Specific Plan are identified below:

- * Number of Sub-areas: 7
- * Character of land use: Resort-oriented visitor-serving commercial
- * Total ADT: 6,675
- * Total Building Square Footage: 593,590

Noise impacts would not be reduced significantly by this alternative due to the continued presence of elements that would generate noise, particularly the amphitheater and a significant level of traffic. Community character/visual impacts would not be significantly reduced, due to the similar project footprint and placement of structures. Although a 25 percent reduction would likely allow for elimination of one floor from the hotel, the positioning and overall appearances from the major viewshed areas along I-15 would not be significantly reduced.

Sub-area	Sub-area 1	Sub-areas 2 and 3	Sub-area 4	Sub-area 5	Sub-areas 6 and 7
Max. Uses	Gas station; Mini-market Motel - 30 unit	Amphitheater Specialty Retail: Restaurant Entertainment Conservatory with Gardens Parking Structure Administration	Hotel - 188 unit with Spa Administration Parking	Deli Car Museum Bed and Breakfast - 15 unit Cafe Wine Cellar Specialty Retail Reception Halls	Hotel - 45 unit Food Fair Specialty Retail Restaurant
ADT	720	1545	1875	262	1868
Bldg. Sq. Ft.	27,600	273,750	188,250	57,300	46,690

Impacts would be reduced in the following areas:

1. **Biology:** Impacts are significant. A reduction in the size of structures and the amount of necessary parking (determined by building square footage) would allow greater flexibility in site design, and siting design sensitivity relative to extant biological resources.
2. **Traffic:** Impacts are significant. The Reduced Intensity Alternative would generate approximately 6,270 ADT, a traffic impact representing approximately 75 percent of that associated with the project as proposed. While 6,270 ADT would remain a significant amount of project-created traffic and would require mitigation, this impact would be substantially less than that of the project as proposed. Structure size would have only limited effect in curtailing the numbers of site visitors. For many of the uses, such as the specialty retail, the conservatory, and restaurants, structure size is not a major factor in the amount of use realized by the facility. It is possible, therefore, that indirect traffic impacts resulting from human encroachment onto the site would be only slightly reduced with implementation of Alternative 3.
3. **Geology and Soils:** Impacts are significant. Soils on the site range from moderately to highly erosive, and mitigation would be required at implementation phase in order to preclude erosion problems. Although grading figures have not been calculated at this time due to the lack of a precise building design and plan, it can be assumed that the Reduced Intensity Alternative, would require less grading; potential erosion impacts would be reduced.

4. **Flooding/Drainage:** Impacts are significant, but reduced. The amount of impervious surface on the project site in terms of roads, parking, and structural roofs, would increase storm runoff and its effect on the South Fork of Moosa Creek would need to be evaluated. Because the proposed project preserves floodplain areas and locates only open structures in selected areas, the alternative, based as it is on the proposed project, would likely have similar impacts on the floodplain. A less intensive use of the site allows more flexibility in siting, which may result in the preservation of more open space, which could include some additional floodplain areas. Channel improvement would still be necessary to accommodate trail and road crossings, both of which represent the major impacts to the floodplain area.
5. **Public Services:** Impacts are significant, but reduced. There would be a reduction of approximately 25 percent in water and sewer service demand, as well as a reduction in potential call for sheriff and fire services.
6. **Cumulative Impacts:** Impacts are significant. Cumulative impacts, which by their nature involve incremental effects associated with an accumulation of development projects, would decreased by the effects of the Reduced Intensity Alternative.

D. Alternative 4: Alternate Entry Alternative

The proposed project calls for the removal of the existing entrance to Sub-area 5 and construction of a new, larger entrance on the south edge of Sub-area 4, just north of the existing entrance. The two entrances cannot function in that close a proximity to each other as it creates an unsafe ingress/egress from Champagne Boulevard into either entrance because of conflicting turning movements. The entrance as proposed into Sub-area 4 is planned as the major entrance to the hotel complex located on Sub-area 4. From a marketing perspective this direct access into a major feature such as an hotel is both desirable and ideal.

Alternative 4 changes the way traffic will access Sub-area 4. With this alternative, the planned entrance on the south edge of Sub-area 4 is eliminated. The existing entrance to Sub-area 5 is retained, and a road is constructed connecting Sub-areas 4 and 5, which will function, because of its focus on the existing winery/deli in Sub-area 5, as a secondary access to the hotel. The access on the north boundary between Sub-areas 2, 3, and 4 becomes the main entrance to the hotel area. Figure 40, page 269, illustrates the new configuration.

The Alternative 4 redesign uses an existing drive between Sub-areas 2, 3 and 4, which will need to be extensively widened and improved to function as the principal access to the hotel, as well as accommodate project traffic into Sub-areas 2 and 3. In addition, the Sub-area 5 entry may have to be extensively redesigned to accommodate increased through traffic, even if it functions as a secondary access to the hotel area.

The alternative reduces biological impacts to the project in the following ways:

1. Impacts to Coast Live Oaks are reduced. Impacts to approximately 0.24 acres of coast live oak woodland in Sub-area 4 are avoided.
2. Impacts to riparian habitat are reduced. By using the existing entrance to Sub-area 5, 0.08 acres of impact to riparian area for the construction of a new crossing are avoided.

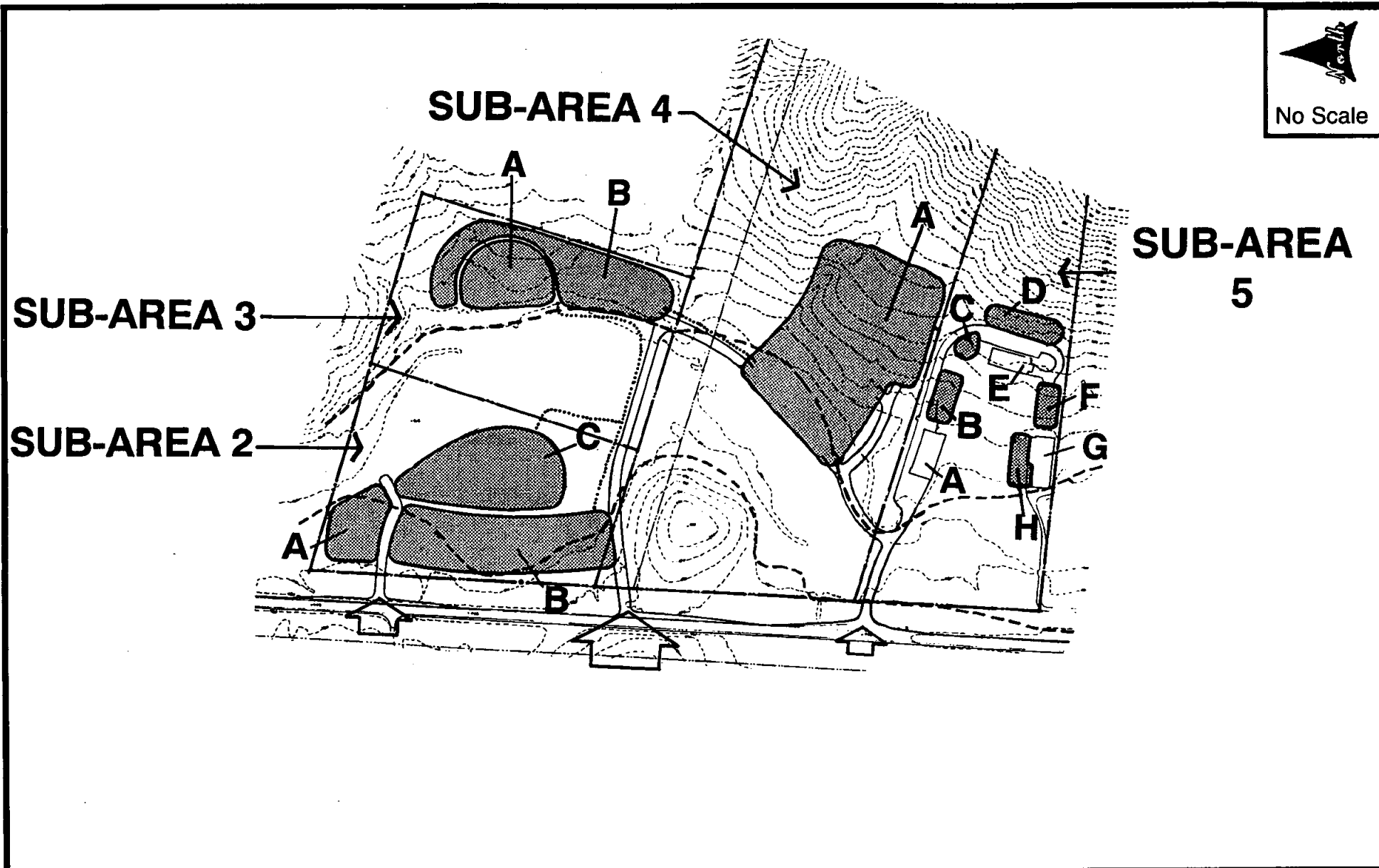
E. Environmentally Superior Alternative

The environmentally superior alternative, aside from Alternative 2, No Development, would be Alternative 3, Reduced Intensity Alternative. Impacts on archaeology, not significant in the proposed project, would be equivalent. Community character impacts are not significant. Growth inducement impacts remain not significant, given the similarity between the proposed project and the Alternative. The floodplain will be equally restraining of any development on the site; however, with a reduction in building mass, and consequent reduction in parking areas, impacts on the floodplain could be reduced slightly. Visually, a reduction in the mass of structures would not necessarily effect plans to alter landforms. When considered from a distance, the overall effect of the reduced project may appear similar to the proposed project. RPO impacts would be similar or slightly reduced. Additional open space and more flexibility in siting may produce reduced impacts, although road crossings would remain. Biological impacts would be reduced due to the potential for creating more open space. Soils impacts, including erosion impacts, would be reduced due to a reduction in grading. Because of a reduction in overall scale by 25 percent, potential impacts to some public services such as public safety of fire, would be reduced significantly. However, as many proposed uses (such as restaurants or museums) are not strictly scale-dependent, demand for selected services such as water or sewer service use may not decline by a full 25 percent increment. Traffic impacts would be reduced by 25 percent, a significant reduction. Improvements to Champagne Boulevard would still be necessary, however; resulting impacts would be the same. Noise impacts would be marginally reduced, given the dominant effect of I-15 on area noise levels. Cumulative impacts would be significantly reduced, given the diminished scale of the alternative.

F. Choice of Project Over Alternatives

The project is the choice over all alternatives because it allows accomplishment of all project goals within a context that minimizes potential environmental impacts. Alternative 1, No Project, would allow a visitor-serving commercial project likely to be similar to the resort-type usage proposed. Due to its unspecified scope, project goals and environmental impacts cannot be realistically predicted. Alternative 2, No Development, would not allow accomplishment of any of the project goals and objective, and would not

allow use of the site as envisioned by the General Plan. Alternative 3, Reduced Intensity Alternative, would allow only a partial realization of project goals and objectives, while reducing environmental effects marginally. Some significant reductions in individual impact areas such as traffic are masked by the persistence of visual impacts, noise, and significant biological impacts. This is in part the case because the construction of a basic infrastructure creates the stream of impacts that flow from the project, regardless of scale. In addition, the proposed project design has reduced impacts in many areas to a minimum. Alternative 4, Alternative Entry, while it reduces biological impacts, it complicates circulation on the site by concentrating traffic on one rather than two entry roads. It also diminishes the impact of the hotel, which negates one objective of the project: to create a central focus for the project on the hotel.



V. GROWTH-INDUCING IMPACT OF THE PROPOSED PROJECT

When a project has the potential to encourage either economic or population growth in an area, the factors contributing to that potential must be assessed. Pursuant to CEQA Section 15126(g), it is not assumed in this report that growth is necessarily beneficial, detrimental, or of little significance to the environment. Growth inducement is a many-sided issue, and several major factors contributing to the potential of a project to influence growth would include extension of public services and road access to areas in which they were previously unavailable. The level of development of surrounding properties, and a project's inherent capacity to affect future development potential on those properties, are also of importance when analyzing growth inducement impacts.

Present Setting

The 8.91-acre Champagne Gardens Specific Plan project site is situated adjacent to the east of Interstate 15 in inland northern San Diego county, bisected north to south by Champagne Boulevard, and located between Lawrence Welk Drive to the south and Gopher Canyon Road to the north. Land use in the project vicinity is characterized by facilities associated with the two proximal resorts, Lawrence Welk and Castle Creek, including hotels, timeshare condominiums, specialty retail shops, golf courses, and other recreation uses.

Impacts of the Project

The Champagne Gardens Specific Plan and zone reclassification is not considered to have a significant growth inducing impact, based on the following factors: (1) the site lies within an area physically defined by steep slopes to the east, rolling to steep slopes on the north and south, and I-15 on the west, thus precluding project-related extension of growth outside of this topographic area; (2) the project proposes uses which complement and cater to tourists patronizing existing area resorts, and would not, therefore, tend to draw a currently non-existent market; (3) public services are available, or would be available concurrent with the need; and (4) road access is not being extended into areas into which it was previously unavailable.

Mitigation Measures

No mitigation would be required.

VI. EFFECTS FOUND NOT TO BE SIGNIFICANT

Effects found not to be significant as part of the EIR process:

A. Cultural Resources/Archaeology

On December 15, 1991, and January 9, 1992, TMI Environmental Services surveyed the Champagne Gardens project site to ascertain the potential existence of any prehistoric or historic resources. Their research included both a field reconnaissance and a search of site records. The Cultural Resource Assessment report based on the survey is included as Appendix G of this document and summarized below.

Survey Results

Record searches performed at both the South Coastal Information Center and the San Diego Museum of Man indicated a number of historic and prehistoric sites previously recorded north of Old Castle Road; however, the searches revealed no recorded sites on the subject property itself. A total of seventeen recorded sites were identified within a one-mile radius of Champagne Gardens. Additionally, eleven reports are on file for the general project vicinity, two of which overlap onto the project site. Neither reported finding cultural resources on the Champagne Gardens property.

Site reconnaissance were conducted on December 15, 1991, and January 9, 1992, by field technicians from TMI Environmental Services. The entire parcel was examined through a series of on-foot transects, which were kept at a maximum of 8 to 10 meters apart.

Two rock features were identified during the site survey, both of which were determined to be historic in nature. The reader is referred to Figure 2, Archaeological Features Map, Appendix G. The first feature is a rock retaining wall running approximately north to south for 86 feet, with a height varying from 28.9 to 34.5 feet. The wall is associated with a dirt road and does not appear on the 1928 aerial survey for the site, although the road is apparent (Figure 9, 1928 County Aerial Photo, page 87). Examination of both the 1928 aerial and the 1949 USGS failed to reveal any farmsteads or structures which would have accounted for the presence of the retaining wall along the road.

The second feature is a semi-triangular rock wall which measures 60 feet from east to west (maximum) and approximately 53 feet north to south. The maximum height of the wall is 2'8", with a thickness ranging from 2 feet to 5 feet. Located in Sub-area 4 a rocky knoll just north of the road leading into the existing Deer Park Market, this site is near a water pumping station with associated piping (which is marked Valley Center MWD Sewer), a cement foundation, fallen shed, pump, and tank. Although the area was searched, no artifacts were found that could be used for cultural identification. The 1928 aerial photograph presented evidence of plowed fields in the area, and this wall feature could be related to some

type of historic water control; however, cultural identification is extremely difficult since no farmsteads could be located within the immediate area. Based on descriptions given for other rock features recorded in the Moosa Canyon area, this feature would appear to be historic rather than prehistoric in nature.

No associated artifacts were found at either feature, and, based on County of San Diego criteria and CEQA guidelines, neither appears to be useful for further research. The first feature (rock retaining wall) is neither uncommon nor unique in purpose or design. The exact cultural affiliation of the second feature cannot be ascertained because of the lack of diagnostic artifacts. Comparison with other rock features in the area places Feature 2 within a historic timeframe; but other than the general historic context, its exact function cannot be determined. Additionally, some of the integrity of Feature 2 has been lost with the construction of facilities for the Valley Center MWD Sewer.

Other than the two features mentioned above, no evidence could be found for either historic or prehistoric use of the property. Review of the 1948 USGS, 1973 County Ortho, and the 1928 aerial suggests that the property has been used historically since the late 1920's. The 1928 aerial indicates that part of the property had been cleared of vegetation and possibly plowed prior to that date; this area currently contains the vineyard winery, and associated support uses.

Impacts of the Project

Analysis of Significance: Two historic features were identified on the project site, neither of which is considered to be significant based on County or CEQA guidelines. The two features, one a rock retaining wall and the other a semi-triangular rock wall, were measured and photographed. Although neither feature is considered notable for further research potential, preservation of one feature, the unusually configured semi-triangular rock wall, is recommended for future interpretive uses. Both features have been measured and photographed. Feature 2, the semi-triangular rock wall, will be retained within an open space easement. This feature could have interpretive value and its inclusion within an open space easement would preclude either direct or indirect impacts.

B. Dark Sky

The proposed project is located approximately 25 miles west of the Palomar Mountain Observatory. At 5,100 feet AMSL, the 200" Palomar telescope is considered to be one of the most technically advanced in the world. However, light pollution in the region has the potential to impact capabilities of the facility's sensitive telescopes. Because of the adverse affects of inordinate light emissions in the region on operation of the telescope, as well as the inordinate proliferation of lighting emissions, the County has developed a "Dark Sky Policy" designed to minimize impacts as much as possible. As the implementing projects of the Champagne Gardens Specific Plan are designed and

proposed, lighting measures designed to comply with the County's Dark Sky policy would be incorporated. For example, low-pressure sodium vapor lights with cut-off luminaires would be used within the project boundaries to illuminate streets. As commercial uses, all implementing proposals will be required to conform to the County's Dark Sky Policy.

Effects Found not to be Significant as Part of the Initial Study were Land Use and Planning, because the use is consistent with planned uses, Population and Housing, because the project adds no new housing, Air Quality, and Environmental Hazards, because the project does not propose any uses which are hazardous or which produce hazardous effects.

VII. SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES WHICH WOULD BE INVOLVED IN THE PROPOSED ACTION SHOULD IT BE IMPLEMENTED

Implementation of the Specific Plan in terms of project development will, necessarily commit non-renewable resources to uses which will preclude alternate future utilization. Primary among these resources is the land upon which development will occur. The implementation of this project will result in the commitment of land to commercial use and its accompanying impacts, a conversion which would be essentially irreversible. Concomitant with this conversion will be a basically irreversible change in the character of the immediate area from its existing status toward intensified urban use.

In addition, topographic changes resulting from grading to provide structural pads, parking areas, and project access driveways associated with implementation of this project would be irreversible. Project development would result in the irreversible commitment of energy supplies and other resources associated with site development and operation. The consumption of fossil fuels would incrementally reduce the existing supplies of these fuels, as well.

The proposed project would have the following unavoidable significant environmental effects. Loss of 11.69 acres of Diegan Sage Scrub, 4.24 acres of Coast Live Oak Woodland, 0.50 acres of Southern Willow Scrub, and 0.31 acres of Southern Arroyo Willow Riparian Forest. Portions of the floodplain of the south fork of Moosa Creek will be used for permanent structures, which will not create an impediment to flooding.

The appearance of the SPA will be altered from its current state, which consists of limited developed visitor serving commercial uses, open disturbed grass lands, and undisturbed native vegetation. In short, the current view of open land from the freeway to the eastern hills will be lost. In its place, a developed project, dispersed over the site, with an overall visual impact not unlike areas to its north and south, will be created.

VIII. REFERENCES CITED

County of San Diego (Available at the Department of Planning and Land Use offices)

- | | |
|-------------------------|---|
| 1989 (Amended 1990) | Ordinance No. 7739 (N.S.), <u>Resource Protection Ordinance</u> |
| Response | |
| 1979 (Amended 8/1/90) | <u>San Diego County General Plan, Part II, Regional Land Use Element</u> |
| 1979 (Amended 12/19/90) | <u>San Diego County General Plan, Part XXV, North County Metropolitan Subregional Plan</u> |
| 1974 (Amended 12/19/90) | <u>San Diego County General Plan, Part II, Valley Center Community Plan</u> |
| 1983 (Amended 3/24/93) | <u>San Diego County General Plan, Part XVI, Bonsall Community Plan</u> |
| 1978 (Updated 5/90) | <u>The Zoning Ordinance of the County of San Diego</u> |
| 1970 (as amended) | State of California, <u>California Environmental Quality Act</u> |
| 1973 | United States Department of Agriculture, Soil Conservation Service and Forest Service, <u>Soil Survey, San Diego Area, California</u> |

IX. PERSONS AND ORGANIZATIONS CONSULTED

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County of San Diego, Department of Public Works

Richard Doane

Robert Hoglin

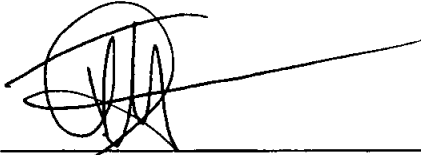
James Lundquist

Project Proponents

Champagne Gardens Property Owners Association

X. CONSULTANT CERTIFICATION

This report presents a full disclosure and an independent analysis of all available information pertinent to the proposed action.



THURE R. STEDT
TRS Consultants

The following persons and consultants participated in the preparation of this report.

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EXHIBIT A
NOTICE OF PREPARATION



County of San Diego

ROBERT R. COPPER
DIRECTOR (Acting)
(619) 694-2962

DEPARTMENT OF PLANNING AND LAND USE

5201 RUFFIN ROAD, SUITE B, SAN DIEGO, CALIFORNIA 92123-1686

INFORMATION (619) 694-2960

October 24, 1995

TO: Distribution List

FROM: County of San Diego
Department of Planning and Land Use
5201 Ruffin Road, Suite B
San Diego, California 92123

NOTICE OF INTENT TO PREPARE A DRAFT ENVIRONMENTAL IMPACT REPORT

The County of San Diego will be the Lead Agency and will prepare an Environmental Impact Report for the project identified below. We need to know the views of your agency as to the scope and content of the Environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

The project description, location and the probable environmental effects are contained in the attached materials.

PLEASE SEND YOUR RESPONSE TO LEANN P. CARMICHAEL AT THE ADDRESS SHOWN ABOVE. WE WILL NEED THE NAME OF A CONTACT PERSON IN YOUR AGENCY. WE WILL NEED YOUR COMMENTS NO LATER THAN NOVEMBER 22, 1995. PLEASE REFERENCE THE PROJECT NUMBER WITH YOUR COMMENTS.

PROJECT TITLE: SP 94-002, R94-007, LOG NO. 94-8-30; CHAMPAGNE GARDENS
SPECIFIC PLAN

PROJECT APPLICANT: TRS CONSULTANTS

DATE: October 24, 1995

SIGNATURE:

TITLE: Environmental Analyst

AUTHOR\NPNOILC.105;jcr

PROJECT TITLE: Champagne Gardens Specific Plan (SP 94-002) and Zone Reclassification (R 94-007), EAD Log No. 94-8-30.

PROJECT DESCRIPTION: The Champagne Gardens Specific Plan proposes a visitor-serving commercial complex compatible with those uses found in the Lawrence Welk Country Club Village and Castle Creek Resort developments.

The Champagne Gardens project site is located in the north central portion of the County of San Diego, approximately 5 miles north of downtown Escondido. The property is regionally accessed via I-15 to Old Castle Road, then south on Champagne Boulevard. Legal access is directly from Champagne Boulevard, which roughly bisects the site. Champagne Gardens is situated in portions of the southern half of Section 1, and portions of the eastern half of Section 12, Range 3 West, Township 11 South of the USGS 7.5; San Marcos Quadrangle, San Bernardino Base and Meridian.

The 80-acre Champagne Gardens Specific Planning Area (SPA) has a plan designation of (21) SPA (with 0 residential density), and is zoned in the S-90 Holding Zone. Lying south of Old Castle Road on either side of Champagne Boulevard, much of the project site is vacant, with the exception of the Deer Park Winery and Car Museum in the southeast, a mini-storage facility in the southwest, and a now-defunct horse boarding facility in the northeast. The western boundary of the Champagne Gardens site adjoins the right-of-way for Interstate 15.

The Champagne Gardens project consists of the following components:

1. Specific Plan proposing various visitor-serving commercial uses including gas station/mini-mart, motels, amphitheater, retail, administration centers, conservatory/gardens, specialty retail, restaurants, theaters, hotel/time share, conference center, health spa, wedding chapels, education center, deli, car museum, reception hall, winery, bed-and-breakfast inn, cafe, wine cellar, storage, warehouse expansion, food fairs, and parking areas/structures.
2. Zone Reclassification from S-90 (Holding Zone) to S-88 (Specific Plan) to be consistent with the specific plan. The addition of a "B" Special Area Regulation to the zoning category for the Specific Plan Area is intended to require review by the I-15 Corridor Design Review Board of any project filing for a Major Use Permit or Site Plan pursuant to the I-15 Design Review Guidelines. If adequate design information is provided with a Major Use Permit or Site Plan, an additional I-15 Design Review will not be required prior to issuance of a building permit.

The modified "E" Height Designator would apply. This designator would generally limit structures to 25 feet and two stories, while allowing for exceptions as follows: structures of up to 45 feet in height and four stories tall may be permitted pursuant to a Major Use Permit or Site Plan if the decision body determines that the proposed structures will be compatible with the community character of the area and will not be visually obtrusive.

The Specific Plan program has been divided into seven separate sub-areas; maximum potential areas of development are delineated within the Specific Plan for each sub-area. Analysis of impacts was based on the maximum potential identified.

Issues Needed to Address Potential Impacts

A. Archaeology

Significant cultural resources exist in the project vicinity and could thus conceivably be present on the project site. For this reason, a cultural resource survey of the site will be conducted in accordance with Section 21083.2 of the Public Resources Code and the County of San Diego Archaeological/Historical Report Procedures (February 23, 1990). If significant cultural resources are identified pursuant to the survey, measures will be proposed to mitigate the project's impacts. Because the project is a specific plan, and does not propose a specific development project, no project-level mitigation will be proposed. Implementing projects will come forward with project-level impact analysis and mitigation.

B. Biological Resources

Preliminary reconnaissance of the project site has indicated the presence of significant biological resources including Sycamore/Willow Riparian Woodland, Southern Willow Scrub, and Coast Live Oak Woodland, which are primarily associated with the on-site portion of the South Fork of Moosa Creek. Diegan Coastal Sage Scrub has also been noted on the property. A County certified biologist will be retained to conduct a field survey of the project site and prepare a biological resources technical report in accordance with the County of San Diego biological survey guidelines. The report will conform to standards established by the Natural Communities Conservation Program (NCCP), a regional habitat protection program monitored at the state level in consultation with the Federal Fish and Wildlife Service. The 4(d) findings developed for the project will be included in the Environmental Impact Report (EIR). Emphasis will be placed on sensitive habitats, sensitive species, wildlife corridors, and significant drainages on the site. A large-scale biological resources map will be prepared delineating plant

communities, sensitive species, and drainages. The direct and indirect on- and off-site impacts of the project will also be discussed. Because no precise site plans are a part of the specific plan proposal, no specific impacts and mitigation measures will be recommended; but rather guidelines will be proposed, including design parameters for sub-area development, that will inform the analysis of impacts and mitigation when specific projects come forward.

C. Community Character/Visual Aesthetics

The Champagne Gardens Specific Plan and rezone would accommodate a visitor-serving commercial complex compatible with and complementary to the existing area resorts (Lawrence Welk and the Castle Creek Resorts). The Specific Plan text identifies maximum intensity land use allowed on the property, as well as architectural and landscaping design constraints. The DEIR will study the community character and visual aesthetic impacts of the proposed Specific Plan and rezone in order to ensure that both the project design and the future elaboration of the design will be in harmony with other area uses. The DEIR will evaluate the project in light of relevant regional and local policies pertaining to community character, visual aesthetics, and the particular design parameters for the Champagne Gardens (Champagne Boulevard) SPA as set out in the texts of the North County Metropolitan Subregional Plan, the Bonsall Community Plan, and the Valley Center Community Plan. Conformance of the general project design will also be assessed in relation to standards and guidelines for design sensitivity set out in the I-15 Corridor Design Review Guidelines. Analysis of specific project-level impacts and proposed mitigation will accompany each project proposal as it comes forward. Visibility of the project site from neighboring properties, as well as from the travel lanes of I-15 and Champagne Boulevard, will be evaluated and will include cross-sections and/or photographs necessary to demonstrate potential impacts. If significant community character and/or visual aesthetic impacts are identified, mitigation recommendations will be made, including provision of landscape plans and dedication of open space at the implementation phase of development, if appropriate. In keeping with the general level of analysis being undertaken in relation to the Specific Plan, analysis of impacts and mitigation will be general in nature.

D. Traffic

Buildout of the Champagne Gardens project at the maximum levels identified in the Specific Plan could significantly impact the area circulation system, with such effects dependent on the levels of development attained by each individual sub-area. Therefore, a comprehensive traffic study for the project will be prepared. The study will analyze both long-range and short-term impacts of implementation of the entire project by sub-area based

on the maximum uses identified in the Specific Plan. The traffic study will include information and traffic counts relating to existing area circulation, as well as projections of project-related impacts to area traffic. Discussions will include proposed vehicle access to the site, and the trip distribution pattern of project-generated traffic. Traffic impacts of additional projects in the vicinity that have recently been approved or are presently being reviewed by the County will be listed and discussed as well. A long-range impact analysis will include a description of anticipated roadway improvements in the vicinity of the project as shown on the County's Circulation element, as well as long-range traffic forecasts and roadway capacity analyses. The report will also include an evaluation of parking requirements necessitated by the maximum projected uses. The traffic study will include mitigation measures to reduce potential project-related circulation impacts at the more general specific plan level of analysis. Specific impacts and mitigation will be assessed on a project-by-project basis as they come forward for development.

E. Noise

Traffic on I-15 and Champagne Boulevard generates a substantial amount of noise in the project area; therefore, a County-certified acoustician will be retained to prepare an acoustical report evaluating the impacts of surrounding noise sources on the project, as well as assessing the potential of the proposal to project inappropriate levels of noise onto the surrounding areas from sources such as an amphitheater and air conditioners. Noise measurements will be taken at the project site and evaluated based on traffic volume and mix on both Champagne Boulevard and I-15; computer analyses will extend these measurements to year 2010 noise levels, considering projected traffic levels on both adjacent roadways. Should acoustical levels be identified as inappropriate for the intended uses, general mitigation measures will be proposed at the Specific Plan level, with definitive measures related to specific building and site design to be addressed at the Major Use Permit or Site Plan stage of project implementation, as the impact of area noise on future project structures cannot be adequately addressed at the specific plan processing stage because precise building and site design has not yet been accomplished.

F. Geology/Soils

The Champagne Gardens property contains an alluvial floodplain, a substantial drainage course with many well-incised secondary drainage courses, and steep, rocky hillsides and knolls. The property ranges in elevation from a low of approximately 460 feet MSL in the northeast to a high of roughly 740 feet MSL on a hillside near the southeast corner of the property. Preliminary site investigation has revealed the presence of soils on the

project site which are moderately to highly erosive. Therefore, a geologic reconnaissance will be performed on the property by a County-certified geological consultant, evaluating the potential presence of hazardous geologic formations such as faults, slides, boulder rolling, and erosive soils on the site. Underlying geologic formations will be mapped, as will the various on-site soils as identified in the U.S. Soils Conservation Survey. Should geologic formations and soils types be identified which are inappropriate for the proposed level of development, mitigation measures will be proposed to insure that the potential for geologic hazard is minimized, such as requiring site-specific geologic studies at the time of implementation of the specific plan. Specific impacts and mitigation will be addressed as part of the Major Use Permit or Site Plan process.

G. Flooding/Drainage

Because the project proposes encroachment into the floodplain of the South Fork of Moosa Creek beyond the existing floodway, the potential exists for significant flooding and/or drainage impacts. Therefore, a flooding/drainage study will be performed by a registered civil engineer to evaluate the potential for such flooding and/or drainage impacts to occur. Studies will take into account limitations on structures proposed for the floodplain. Proposed structures will be limited to an amphitheater and parking areas/structure, which will be permanent but non-impactive to flood. In analyzing the impacts of the proposed project, various record documents will be reviewed, including the Floodway Information Study for Moosa Canyon, San Diego County, California, prepared by the Army Corps of Engineers in October, 1975, and a study prepared by Civil Design Group, addressing improvements along the South Fork of Moosa Creek based on channel work performed by the Welk Park North subdivision. The study shall also determine whether the encroachment into and modification of the floodplain will result in erosion or sedimentation off-site. Resource Protection Ordinance issues will also be examined (See Section I. below). If the project flooding/drainage study indicates the potential for significant impacts to occur, general mitigation measures will be proposed that can serve as a guideline for a detailed analysis of impacts and mitigation as specific project components are implemented.

H. Public Services

Development of the Champagne Gardens Specific Plan at the maximum level proposed could have a significant impact on area public facilities and services. The DEIR will include an evaluation of the current level of public services in the project area, as well as the potential of the project to adversely impact such services. The DEIR will evaluate the effect of the project on water, sewer, fire protection, schools, law enforcement, emergency medical services, public transportation and solid waste

disposal. County-form service availability letters will be included where applicable. At the time of project implementation, where significant impacts to public services are identified, mitigation measures will be proposed.

I. Resource Protection Ordinance

Preliminary reconnaissance has indicated the presence of four types of RPO-identified sensitive lands on the subject site: floodplains, steep slopes, sensitive habitat lands, and wetlands. Because precise development design is not part of the current project, and implementation awaits future Major Use Permit processing in accordance with the Specific Plan, particular RPO impacts cannot be addressed at the time, in terms of areas of impact, permitted encroachment, or recommended mitigation. However, generalized impacts of the specific plan "development bubbles" and zone reclassification on the identified sensitive lands, will be evaluated; a constraints map identifying all sensitive lands on the project site will be included in the DEIR as well. Appropriate mitigation will be suggested, generally recommending that implementing Major Use Permit proposals include a full assessment of RPO impacts and concomitant mitigation for any potentially inappropriate encroachment into sensitive lands.

J. Cumulative Impacts

Development of the proposed project will (on a conceptual level) incrementally add to cumulative project impacts of regional development. Those impacts are of both a quantifiable nature (for example, traffic, noise, air quality, biological affects, and drain on facilities and services) and a non-quantifiable nature (such as visual, community character, and regional loss of open space). The DEIR will evaluate the potential for maximum-level project implementation to add to cumulative area impacts, and will suggest mitigation, including both project-level measures and regional programs to limit cumulative impacts, which will be built into the specific plan.

K. Growth Inducement

Because implementation of the Champagne Gardens Specific Plan will bring development to a currently minimally-occupied site, the DEIR will evaluate the potential for the project to induce growth into the project area which would otherwise have not occurred. The DEIR will assess the physical definition of the site, the level of growth in the surrounding area, and project extension of public roadways and services into previously inaccessible areas in evaluating the project's growth inducement potential. If the project is found to have significant growth inducement potential, mitigation measures will be recommended.

L. Alternatives to the Project

The DEIR will study four reasonable alternatives to the proposed project, including:

1. Alternative 1: No Project. This alternative would preclude development of the 80-acre site pursuant to the currently-proposed Champagne Gardens project. This alternative could allow for proposal of a project with similar goals, direction, and orientation as defined by the text of the property's community/subregional plan land use designation.
2. Alternative 2: No Development. This alternative would arrest development, avoiding project impacts and allow continuation of the existing site uses which include a winery, car museum, and support services in the southeast, and a mini-storage facility in the southwest.
3. Alternative 3: Lesser Project. The lesser project alternative would reduce maximal site uses by approximately 20 to 50%. It will be based on a reduction of the individual development areas, which will result in equivalent reductions of structural floor area and associated project-generated traffic.
4. Alternative 4: An environmentally superior alternative will be discussed.

Mitigation Monitoring

Per Assembly Bill 3180, mitigation implementation and a monitoring program, including funding, to insure compliance with any adopted mitigation measures, will be discussed.

In addition to these issues, the Draft EIR will include all mandatory sections required under CEQA.

Attachments: Regional Location Map
 Project Location Map

Proposed Distribution:

Air Pollution Control District
Bonsall Community Sponsor Group
Bonsall Union School District
Bureau of Land Management
CalTrans, District 11
CNPS
Department of Public Works, Flood Control and Development Review
Deer Springs Fire Protection District
Escondido Union High School District
Fallbrook Union High District
Hidden Meadows Sponsor Group
Local Agency Formation Commission
Nature Conservancy
North County Transit District
Rainbow Municipal Water District
San Diego Audubon Society
San Diego County Archaeological Society
San Diego County Sheriff's Department
San Diego Regional Water Quality Control Board
Sierra Club
State of California Department of Fish and Game
State of California Department of Water Resources
Twin Oaks Valley Community Sponsor Group
United States Fish & Wildlife Service
U.S. Army Corps. of Engineers
Vallecitos Water District
Valley Center Community Planning Group
Valley Center Municipal Water District
Valley Center School District

APPENDIX A

LIST OF PERSONS, ORGANIZATIONS, AND PUBLIC AGENCIES THAT HAVE COMMENTED OR GIVEN RECOMMENDATIONS ON THE DRAFT EIR

RESPONSE TO COMMENTS
FINAL
ENVIRONMENTAL IMPACT REPORT
for
CHAMPAGNE GARDENS
PERMIT NO.SP 94-002, REZ 94-007
DPLU ENVIRONMENTAL LOG # 94-8-30
SCH # 95101055

Prepared For: County of San Diego
Contact: Ms LeAnn Carmichael
5210 Ruffin Road, Suite B
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Applicant: Champagne Gardens Property Owners
1585 Rosecrans Street
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Prepared By: TRS Consultants
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May 1998

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FEDERAL AGENCIES

A. United States Department of The Interior, Fish And Wildlife Service

A-1 We remain greatly concerned regarding the location of the entryway to the development bubble in sub-area 4. It was the Service's intention that an alternative be designed which would avoid impacts to the coast live oak woodland. It does not appear that either the Preferred Alternative or the Alternate Entry Alternative (Alternative 4) represent a least damaging practicable alternative. As proposed, this entryway represents significant impacts that appear to be easily avoidable. It is unclear why the entry in sub-area 5 cannot be widened in order to become the main access to both the winery and the hotel. It is also unclear why the left hand fork in Alternative 4 must bisect the coast live oak woodland. The Service recommends the entryway design provided in the attached Exhibit (Exhibit 1) be evaluated in the final EIR.

Response -A-1 eliminated. The Alternate Entry Alternative (Alternative 4) provides the least damaging practicable alternative. The alternative avoids impacts to 0.24 acres of oak woodland and 0.08 acres of riparian habitat, as noted in the alternatives analysis of the FEIR, page 12. Impacts of the proposed entry have been avoided to the maximum extent possible. The existing entry in Sub-area 5 cannot be used to serve Sub-area 4 because these sub-areas are under separate ownership and no agreement exists between the owners that would allow Sub-area 4 to use this entry. Sub-area 4, with the hotel and related facilities, is the anchor of the project. The use of Sub-area 5 as the major entry would not meet a major goal/objective of the project, as specified in the FEIR, page 22, which is to use the hotel as the focus of the Champagne Gardens project. In addition, the project fully mitigates for impacts to coast live oak resources.

The left hand fork in Alternative 4 bisects the coast live oak woodland in order to link the upper hotel areas with the internal road system. This connection is necessary to provide fire service access to this upper hotel area. The hotel complex has been redesigned to meet Fish and Wildlife and California Fish and Game concerns about corridors along the western boundary of Sub-area 4. Because the 250-unit hotel complex footprint has been minimized to the greatest extent possible, the left-hand fork cannot be incorporated into the existing building footprint. The entryway design provided by the Service has been evaluated and for the reasons discussed above, this design is not a feasible alternative.

A-2 Due to the improbability of all specific sub-area projects being implemented concurrently, the Service is concerned about the proposed use of a Habitat Loss Permit (HLP) on a programmatic level. An HLP is only valid for a period of one year. It is therefore recommended that either each of the sub-areas obtain individual Habitat Loss Permits within the appropriate time period, or that the

entire project be incorporated into the north county portion of the MSCP planning effort and permitted under the MSCP plan.

Response -A-2 The comment is acknowledged. Each sub-area, or sub-areas together, if they are being developed together, will obtain Habitat Loss Permits at the appropriate time. This is noted in the revised FEIR, page 21.

A-3 The total impacts of the proposed project are unclear. A letter from TRS Consultants, dated April 14, 1997, indicated that the project will impact 34.81 acres of the 84.91 acre site. This information should be clearly described in the final EIR.

Response -A-3 Table 4B has been modified to provide a total acreage figure. A modified Table 4B is included with this document.

A-4 The amount of impact by habitat type is also unclear. The project description only accounts for 16.74 acres in four habitat types (CSS, sycamore/willow riparian forest, southern willow riparian scrub, and coast live oak woodland). Please specify the type, amount, and locations of all proposed impacts.

Response -A-4 Table 4B has been modified to provide impacts and preservation figures for all habitat types on the site.

A-5 The draft EIR indicated that there will be offsite impacts to CSS, oaks, and wetlands due to road alignment and widening. Are these impacts quantified and accounted for in the above referenced 34.81 acres?

Response -A-5 Offsite impacts due to the widening of Champagne Boulevard to its full half-width along the project frontage have been included in the 34.81 acres of development area. Potential impacts from the widening of the I-15/Deer Springs northbound off-ramp were assessed in a technical letter by a qualified biologist dated January 8, 1997 (FEIR Appendix A5). This area, approximately 0.14 acre, includes Flat-top Buckwheat, Saltbush, and California Sagebrush, constituting a successional sage scrub. No Coast live oaks occur within the proposed improvement area. As noted in the FEIR, impacts were determined to be relatively minor and fully mitigable (FEIR pages 50-52). Additional offsite improvements are restricted to signalization of selected intersections. This work will result in minimal disturbance to areas outside of already developed rights-of-way, and no biological impacts are anticipated. Because this FEIR does not support any implementing elements, specific improvement designs will be subject to additional environmental review at the implementation stage. Quantifiable

impact/mitigation analysis will be provided during environmental review of the proposed improvements when specific projects come forward for permits.

A-6 The above referenced letter from TRS Consultants, dated April 14, 1997, also indicated that 3.40 acres of disturbed area will be restored to riparian habitat. The restoration areas and general vegetative community to be established should be clearly identified in the EIR.

Response -A-6 The restoration area is shown in Figure 12A , Biological Revegetation Area, page 97. The general vegetative communities to be established were identified in Mitigation Section (Item 2 (b) 3) of the FEIR, page 70.

A-7 The draft EIR states that 11.36 acres of CSS will be preserved on adjacent properties under the same ownership. It is the Service's understanding that this is the area mapped as "Additional Biological Study Area" in Figure 10. Please clearly label the offsite mitigation area in the final EIR.

Response -A-7 The comment is acknowledged. The Additional Biological Study Area shown in Figure 10 is the offsite CSS area to be preserved in open space. The figure has been modified to include the requested label.

A-8 The width of the riparian buffers is indeterminable due to the lack of specified scale on the figures in the draft EIR. The Service requests clarification regarding these widths in order to make a determination as to whether the project may affect listed riparian species.

Response -A-8 The varying width of the riparian buffer has been discussed in the FEIR (Section III A, Biological Resources, Mitigation Measures, Item 2(b)2, page 70.) The discussion of the width of the corridor at various points has been revised in the Final EIR and is presented as revised FEIR pages 70 and 72 in Exhibit A. The corridor ranges from 255 feet to 785 feet in width. A scale has been added to Figure 12A, Biological Revegetation Area, to allow an assessment of corridor widths.

A-9 It is the Service's understanding that prior to the processing of any environmental documents for specific projects in sub-areas 2, 3, 4, and 5, protocol surveys for the least Bell's vireo (*Vireo bellii bellii*) and southwestern willow flycatcher (*Empidonax traillii extimus*) will be performed. If either of these listed species are found to be present onsite, appropriate permits must be obtained prior to any habitat disturbance or modification. However, if surveys are not performed, the presence of these species should be assumed. If direct or indirect impacts to

suitable habitat or associated buffers cannot be avoided, then it would be assumed that the project may affect one or both of these listed species.

Response -A-9 The FEIR has assumed the presence of the least Bell's vireo and southwestern willow flycatcher, and mitigation has been proposed, as noted in the FEIR, Section III A, Biological Resources, Mitigation Measures, Item 5, page 72. The comment related to obtaining permits prior to any habitat disturbance is acknowledged.

A-10 The Service recommends that a qualified restoration ecologist develop and implement a plan to relocate all impacted summer-holly (*Comarostaphylis diversifolia* spp. *diversifolia*) individuals within appropriate preserved habitat. This plan should be submitted to the Service and California Fish and Game Department for comment and approval.

Response -A-10 Impacts to Summer Holly, which is on the California Native Plant Society list as 1B, and R-E-D Code 2-22, were assessed in a biological study of the site, as noted in the FEIR (Item 3i, page 68), and are not significant. Two of the six surveyed plants will be preserved by project design.

A-11 The final EIR should address potential effects to raptors in regards to the proposed projects impacts on grassland habitat.

Response -A-11 Project impacts to the three raptor species noted onsite were assessed. (FEIR page 60). Impacts were determined to be less than significant because substantial portions of the site will be placed into biological open space that supports habitat useful for raptor foraging and nesting.

A-12 The May 30, 1995, spring plant survey report indicated that "patches" of Southern Californian native grassland also occur onsite. Many grassland areas in San Diego County that are reported as non-native grassland actually support native components that are not recognized during cursorial vegetation mapping. The Service recommends the amount of native grassland onsite be identified and quantified and that impacts to native grassland be mitigated in-kind as a 1:1 ratio and non-native grassland be mitigated at a ratio of 0.5:1.

Response -A-12 The small patches of native grassland associated with the site are mixed with the other plant communities. For this reason, they cannot be mapped as separate plant associations. Environmental review required as part of the implementing process for specific development projects on the site will require subsequent analysis and detailed habitat mapping. These small patches may be more accurately assessed at that time. The

project is not subject to the Biological Mitigation Ordinance in the MSCP area, which requires non-native grassland mitigation at 0.5:1. However, the project exceeds requirements. The existing disturbed grassland is approximately 32.21 acres, 18.04 acres of which are impacted. The 0.5:1 ratio mitigation requirement equals approximately 9 acres. This project proposes preservation of 14.17 acres. The discussion in the FEIR page 48, and Table 4, page 32, have been revised to reflect this information.

A-13 In order to maintain biological open space, the Service recommends that a management plan be prepared and implemented as part of the proposed project.

Response -A-13 A management plan is not needed because the open space is too small an area. A Major Use Permit will be needed to develop most of the areas along the creek and will carry on-going conditions of maintenance and preservation/restoration requirements.

B. Department of the Army, Army Corps of Engineers

B-1 A Corps of Engineers permit is required for the discharge of dredged or fill material into, including any redeposit of dredged material within, "waters of the United States" and adjacent wetlands pursuant to Section 404 of the Clean Water Act of 1972.

Response -B-1 The comment is acknowledged.

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STATE AGENCIES

C. State of California, Department of Fish and Game

- C-1** A modification of the Reduced Intensity Alternative (Alternative 3), combined with the Alternate Entry Alternative (Alternative 4) would benefit the resources and retain the overall project design. The entrance as proposed is environmentally damaging at its crossing over Moosa Creek. By utilizing the existing crossing with Subarea 5, and diverging from this main entrance after it crosses the creek to access Subareas 4, 3, and 2, 0.32 acres of oak woodland and riparian habitat will be avoided.

Response -C-1 The reader is referred to Comment A-1 above.

- C-2** The current configuration has reduced the levels of impacts to coastal sage scrub and the wildlife corridor, but placed greater impacts on the coast live oak woodland in the center of the Subarea. The Department recommends that additional design modifications be done to reconfigure the hotel and associated buildings and incorporate the oak woodland as a project asset.

Response -C-2 (The reader is referred to Comment A-1 above.) An agreement has been reached with the U. S. Fish and Wildlife Service and Department of Fish and Game to meet their concerns about the project. Based upon this agreement, the hotel was moved to one side of the sub-area to allow preservation of wildlife corridors. A portion of the oak woodland south and east of the hotel will be preserved as a project amenity.

- C-3** In previous discussions regarding the potential for state and/or federally-listed riparian birds to nest within the riparian habitat, the project proponent and consultant team had agreed to analyze the project as if the species were present instead of conducting focused surveys for these species. Since the surveys were not conducted, the project will be analyzed with the assumption that those species are present. The document does not clearly define the current limits of the floodplain or the areas that will be proposed for revegetation within the riparian area, nor does it address the need for both a biological buffer and a planning buffer.

Response -C-3 The FEIR discusses the potential for the presence of breeding birds (FEIR, Section III A, Biological Resources, Item 3, page 68). The presence of the birds has been assumed, and mitigation is proposed (Mitigation Measures, Item 5, page 71). The flood plain is shown on Figure 14, page 127 and the general area proposed for revegetation is shown in color on Figure 12A, page 97 and 12B, page 99. Planning and biological buffers were discussed with the U.S. Fish and Wildlife Service and the

California Fish and Game and it was agreed that planning buffers would be converted to biological buffers in the revegetation area since this would provide a higher level of preservation of biological resources. The exact location and acreage of revegetation areas will be defined during subsequent project review as details will be available at that time.

- C-4** The Department concurs that subsequent focused surveys for the least Bell's vireo and southwestern willow flycatcher will be required. The surveys should occur according to protocol and during environmental planning and review, prior to approval of Subareas 2, 3, 4, and 5. The mitigation measures for each Subarea should be rewritten to state this is required "prior to approval" rather than "during implementation" of each Subarea.

Response -C-4 The mitigation measure has been modified to reflect the recommended wording. The reader is referred to FEIR page 71.

- C-5** The FEIR inconsistently describes the corridor, stating on page 71 that the corridor ranges from 220 to 750 feet and on page 69 the ranges are from 240 to 850 feet. Page 69 primarily addresses revegetation issues, and if the additional width is due to revegetation efforts, the document should state this. Figure 12A should be modified to depict revegetation and buffer areas within the "biological zone."

Response -C-5 The corridor ranges from 255 to 785 feet. Pages 70 and 71 of the FEIR have been revised to reflect this more accurate estimate of corridor width. The reader is referred to FEIR pages 70 and 71, and Figure 12A.

- C-6** The FEIR does not adequately address the significance of the riparian oak woodland habitat and the need to avoid impacts to the maximum extent possible. Impacts to this habitat type, including both direct and indirect impacts (within 50 feet), are 4.24 acres. The FEIR should identify conceptual revegetation areas within the project site and determine whether offsite mitigation will be necessary. A conceptual revegetation plan should be included in the FEIR.

Response -C-6 Oak impacts have been accurately assessed in the FEIR. Approximately 2.82 acres of Coast Live Oak Woodland would be directly impacted and 1.42 acres would be indirectly impacted by the project. Appropriate mitigation has been proposed. (Mitigation, Item 1, page 69). Oaks will be planted in the revegetation area, as noted in the FEIR, page 70. The revegetation area is shown on Figure 12A, page 97 of the FEIR. The revegetation area consists of 14.49 acres in sub-areas 2, 3, or 4. A concept revegetation plan is required at the time of application, as specified in Mitigation 2(b)6,

page 71. A detailed revegetation plan will be required prior to building the project.

- C-7** The FEIR does not address the dedication or management of the proposed open space either on an interim or on a permanent basis. The FEIR should state the ultimate disposition/ownership status of open space areas and discuss management in order to be consistent with regional planning efforts occurring in San Diego County. The Department recommends that the open space be dedicated to the County with the Department and/or Fish and Wildlife Service as third party beneficiaries on the easement. And that a Management Plan be prepared by the project proponent(s) prior to recordation of the final map.

Response -C-7 The comment is acknowledged. The open space will be dedicated to the County of San Diego with the U. S. Fish and Wildlife Service and the California Department of Fish and Game named as third party beneficiaries on the easements. The reader is also referred to response A13 above.

- C-8** The FEIR did not account for impacts to all habitats, discuss adequately the regional significance of grasslands for raptor foraging or the occurrence or significance of breeding white tailed kites, or presence of the declining spadefoot toad. The Department recommends that the FEIR provide a table specifying the vegetation communities and their acreages on the site, what the permanent and temporary impacts will be, and what the preservation and revegetation areas will be. This should be accompanied by a map showing the development areas (including offsite improvements, fuel modification zones, infrastructure), revegetation areas and preserve areas.

Response -C-8 Impacts to all sensitive habitats, including grasslands, were accounted for in the FEIR (Table 4B, page 102). All habitats have been accounted for in a revised Table 4B, which is included in Exhibit A attached. Because no specific development proposal is being made at this time, maximum areas of potential impact have been portrayed on maps in the FEIR. These areas have been shown on the Specific Plan Map, Figure 4A, page 31, and again in relation to open space areas on Figure 12B, page 99. Figure 12B shows both revegetation areas and biological open space areas. Fuel modification zones are included within the development areas, as noted in the FEIR, Mitigation 7(b), page 73. The impact of offsite improvements has been assessed by a qualified biologist and project impacts have been assessed to be not significant, as discussed in response to Comment A-5, above. The White-tailed Kite is a raptor likely to hunt the grasslands on-site. One kite was observed flying over the site, however, no evidence of nests was observed. The project design preserves ample habitat that could be utilized by this species for foraging. As indicated in the FEIR, page 68, 3e., impacts are not considered significant. The

Western Spadefoot toad is a California Species of Special Concern, and any impacts to this sensitive species would need to be addressed at the project-specific planning level. However, preservation of the riparian corridor plus biological and planning buffer in adjoining upland areas would likely result in minimal impacts to this species.

- C-9** Appendix A5 and the FEIR discussed offsite improvements that would be necessary to implement the Specific Plan, but there was no quantification of impacts, no discussion of whether the project calculations included these impacts or not, and no mitigation was proposed to off-set these impacts.

Response -C-9 The reader is referred to Comment A-5 above.

- C-10** Because the individual Subareas may proceed on different timelines, a single HLP is not appropriate. If the proposed project can demonstrate that all clearing and grading will occur within the 12 months than a single HLP may be submitted. Alternatively, the project could be included into the north county portion of the MSCP planning effort and be permitted under the MSCP Plan.

Response -C-10 The reader is referred to Comment A-2 above.

- C-11** The FEIR included a May 30, 1995 letter (Appendix A2) from Vince Scheidt stating that his review of the 1994 PSBS biological report determined that there were "inaccuracies in delineation and community designation (eg. patches of Native Southern Californian Grassland were missed...)..." The Department found no mention of native grasslands in the FEIR but did find reference to native grassland species in various floral checklists attached to the document. The FEIR should clarify the presence or absence of native grassland on the project site and adequately address impacts and mitigation for it.

Response -C-11 The reader is referred to Comment A-12 above.

- C-12** Please be advised that the proposed project will require a Streambed Alteration Agreement from the Department for any impacts or alterations to wetlands.

Response -C-12 The comment is acknowledged.

D. State of California, State Clearinghouse

- D-1** A letter from the State Clearinghouse was received on December 15, 1997, indicating the end on the public review period and transmitting a letter for the

Caltrans dated December 11, 1997 (See Comment E following).

Response -D-1 The comment is acknowledged.

E. California Department of Transportation (Caltrans)

E-1 Not all sums of the numbers on the traffic related figures are correct.

Response -E-1

In the original traffic report, Figure 3-4, Existing Traffic Volumes, and Table 3-1, Current Daily Volume-to-Capacity Ratio and LOS Summary, were not consistent. This was corrected in the FEIR. Figure 3-4 is based entirely on SANDAG's *Average Weekly Traffic Volumes, 1988-1992*. Table 3-1 provides a more detailed discussion based on SANDAG counts and additional traffic counts made in conjunction with the project. Table 3-1 used the highest ADT count for each roadway linkage to provide a conservative traffic impact analysis. In the FEIR, Figure 27, Existing Traffic Volumes, and Table 5, Current Daily V/C Ratio and LOS Summary, are consistent. As noted on pages 163-164 of the FEIR, the traffic analysis used the largest available ADT estimate in analyzing project impacts.

E-2 All traffic charts need to be revised to show the correct numbers for consistency.

Response -E-2 The reader is referred to comment E-1 above.

E-3 The ramps at Deer Springs Road and Gopher Canyon Road need to be widened by the developer.

Response -E-3 A revised letter from Caltrans, dated May 15, 1998, has indicated the following mitigation is required: (1) The project shall widen the northbound ramp from I-15 to Deer Springs Road; (2) The project shall provide fair share contributions to signalization of the I-15 intersections with Deer Springs Road and Gopher 174-176156-159.) This mitigation has been determined by Caltrans and the City Dept. of Public Works to fully mitigate traffic impacts of the project to I-15.

E-4 An auxiliary lane on southbound Interstate 15 (I-15) from Deer Springs Road is also needed.

Response -E-4 Caltrans has modified its letter to eliminate this requirement

Note: Two identical letters were received from Caltrans, one transmitted directly from the

TRS CONSULTANTS

Caltrans District 11, the other from the State Clearing House.



COUNTY/CITY AGENCIES

F. County of San Diego, Department of Public Works (DPW)

F-1 On page 33, the draft SPA states that "... selected improvements of circulation element roads and intersection improvements ... will be accomplished as the permits generate the need for these facilities." This SPA need to address the exact nature of the improvements to be made and a time line tied to SPA areas for each.

Response -F-1 The DPW has modified its mitigation requirements to better reflect impacts of the project. Mitigation measures in the FEIR have been revised to reflect the extent and timing of improvements (FEIR, pages 174-176). In summary, the following offsite mitigation shall be required:

1. Improvements to Champagne Boulevard along the project frontage, to be carried out in conjunction with commencement of onsite improvements.
2. Construct traffic signals at the following intersections:
 - a. Champagne Boulevard at Gopher Canyon Road
 - b. Champagne Boulevard at Deer Springs Road
 - c. Champagne Boulevard at Main Project Entrance
 - d. Champagne Boulevard at Old Castle Road

Improvements shall be timed to specific levels of project activation, as noted on FEIR pages 174-176.

3. Fair share traffic signal contributions to additional intersections:
 - a. I-15 northbound ramps at Gopher Canyon Road
 - b. I-15 southbound ramps at Gopher Canyon Road
 - c. I-15 southbound ramps at Deer Springs Road
 - d. I-15 northbound ramps at Deer Springs Road
 - e. Champagne Boulevard at Lawrence Welk Drive

Improvements shall be timed to specific levels of project activation as noted on page 174-176.

4. The I-15/Deer Springs Road northbound off-ramp shall be widened to provide a right-turn lane. This improvement shall be carried out in conjunction with the first project to come forward.

F-2 Flood control issues have been adequately addressed.

Response -F-2 The comment is acknowledged.

G. City of Escondido

- G-1** The FEIR failed to identify the implementation timing of the proposed fair share mitigation measures. The project participation with its fair share would defer the implementation of the recommended mitigation measures and would result in a short-term, significant, unmitigable traffic impact.

Response -G-1 The reader is referred to comment F1 above and revised FEIR pages 174-176.

- G-2** According to the Traffic Impact Study (Appendix B, p 4-4), the project will add 3,020-1,160 ADT's to Deer Springs Road east and west of I-15 respectively. This increase will result in a LOS E along Deer Springs Road west of I-15. The recommended mitigation according to the FEIR, would bring the impacted facilities to an acceptable LOS "B." Therefore, we recommend that the proposed mitigation measures be implemented in conjunction with the first phase of development since the impacted links and intersections operate below the acceptable LOS under the existing traffic conditions.

Response -G-2 Traffic mitigation measures have been modified to provide timing for improvements at Deer Springs Road on I-15 and Champagne Blvd. The Deer Springs Road/I-15 off-ramp will be constructed in conjunction with the first phase of development. The project shall make fair share contributions to the Deer Springs Road/I-15 intersections in accordance with the ADT contributed by each Sub-area at the time of its development.

- G-3** The City of Escondido supports the proposed mitigation measures since they will enhance the LOS in accordance with the City Escondido General Plan Quality of Life Standards, which call for a minimum LOS "C."

Response -G-3 The comment is acknowledged.

- G-4** Item B.1.f of Biological Resources indicates that the project is an area that provides connectivity between habitat corridors, which is needed for the MHCP (Multiple Habitat Conservation Plan) implementation. The Biology section of the EIR is out of date as it pertains to the MHCP. The County is not participating in the MHCP. We understand that the County intends to amend the recently adopted MSCP (Multiple Species Conservation Plan includes the North County unincorporated area at some future date. The summary section (page 3, item B.1.f) and the Biology section (page 65, item 1.c) should be revised to reference the adopted MSCP and the anticipated MSCP and the anticipated MSCP for the North County area.

Response -G-4 The County of San Diego's participation in the MHCP was active at the time of the preparation of the FEIR. Page 3 was revised to reflect this comment.

H. Local Agency Formation Commission (LAFCO)

- H-1** The Draft Specific Plan document acknowledges that the project should be served by one district. To accomplish this goal, a reorganization should be processed by the Local Agency Formation Commission, which would include the following discretionary actions: (1) project territory should be detached from the Rainbow MWD and Vallecitos WD and annexed into the Valley Center MWD; and (2) the Valley Center MWD's sphere of influence should be amended to include all of this annexation territory.

Response -H-1 Annexation will occur at the time the project comes forward for implementation. The annexation of the project (Sub-areas 1, 6, and 7) into the Valley Center MWD and de-annexation from the Vallecitos MWD, and/or service agreement with the Rainbow MWD will take place prior to or concurrently with the Specific Plan implementation.

- H-2** Page 14 of this document states that Rainbow MWD currently provides water service to Sub-area 1 and prefers to enter into an agreement to have Valley Center MWD assume all service responsibilities. Retention of the territory within the Rainbow MWD as suggested on page 14 does not appear to be logical based on the information presented in the specific plan document. From LAFCO's perspective, the preferred method of service delivery would be to detach this territory from Rainbow MWD and concurrently annex the site to the Valley Center MWD.

Response -H-2 The project proposes a service or contractual agreement between the Rainbow MWD and Valley Center MWD for Sub-area 1, and/or de-annexation from Rainbow MWD and annexation into Valley Center MWD. Both agencies have indicated their willingness to assist the project proponent in determining which method would be most feasible and effective at the time of Specific Plan implementation.

H-3 As stated on page 14, AB 1335 granted LAFCO purview over contractual or out-of-agency service agreements. However, one of the exceptions to this authority involves contracts or agreements between two or more public agencies. Therefore, if a reorganization involving detachment from Rainbow MWD would not need to obtain LAFCO approval for a service contract with Valley Center MWD.

Response -H-3 The comment is acknowledged.

I. Valley Center Municipal Water District (VCMWD)

I-1 As indicated in the [FEIR], joint service agreements with those districts or annexation to VCMWD would be required for VCMWD to provide service to the proposed development. The applicant would be responsible for initiating discussions with these districts and funding all associated costs to complete the joint service agreements or deannexation/annexation proceedings.

Response -I-1 The comment is acknowledged.

I-2 Further information is required about fire flows for this project to evaluate whether sufficient quantity is available. It is anticipated that a looped supply system would be required for the intensity and value of the development that is being proposed. This would require offsite improvements to the intersection of Gopher Canyon Road and Champagne Blvd.

Response -I-2 The project will require fire flows similar to those of the Lawrence Welk Resort to the south. The Valley Center Municipal Water District (VCMWD) has indicated it has the capacity to meet or exceed this fire flow requirement. When a sub-area comes forward for permitting, it will be required to provide specific fire flow requirements to the VCMWD.

I-3 As indicated in the report submitted by the applicant, the development can be served by the VCMWD's Lower Moosa Canyon Water Reclamation Facility (LMCWRP). However, as previously indicated, the applicant will need to resolve the joint service agreements or deannexation/annexation proceedings with the

other districts.

Response -I-3 The comment is acknowledged.

I-4 VCMWD has a reclaimed water ordinance that requires developments served by the District to use reclaimed water if the development is in an area to be supplied reclaimed water. The applicant would be expected to install dual plumbing for landscaping areas suitable for recycled water use. The applicant should coordinate all onsite irrigation plans with the District.

Response -I-4 FEIR Section III G, Public Services, Impacts of the Project, page 242, has been modified to reflect that the applicant will conform to the requirements of the reclaimed water ordinance. The reader is referred to the FEIR, page 242, for the added language.

J. Deer Springs Fire Protection District

J-1 The District is concerned that adequate road width and parking is available so as to provide emergency vehicle access.

An adequate water supply to provide for fire suppression will be required both during and after construction.

The District cannot comment on building requirements without reviewing the submitted plans. This could affect the road widths and water needs as mentioned in the previous paragraphs.

Response -J-1 The project will conform to Deer Springs Fire District Protection District requirements. Deer Springs Fire Protection District will have the opportunity to review and comment on these plans. Fire flows will be provided and the Valley Center Municipal Water District (VCMWD) has indicated that it can meet fire flow requirements for the project, as noted in Response I-2 above. Details on on-site road widths, parking, and water supply, will be available when implementing permits are submitted for review.



LOCAL ORGANIZATIONS

K. Hidden Meadows Community Sponsor Group

K-1 At the Thursday, December 11 meeting of the Hidden Meadows Community Sponsor Group, the following motion passed unanimously:
“to approve the concept of Champagne Gardens.”

Motion by de Guehery, second by Odell, approved 7-0

Response -K-1 The comment is acknowledged.

L. San Diego Archaeology Society

L-1 The San Diego County Archaeological Society concurs in the judgement that the project should have no significant impacts on cultural resources and that no mitigation measures are required.

Response -L-1 The comment is acknowledged.

M. Endangered Habitats League

M-1 A fundamental concern is that this project proposes a long list of proposed uses, but does not state which will actually be built. The purpose and need for each use is thus not discussed as fully as would otherwise be the case. What is the justification for each use in terms of need in the community? Which proposed uses might be deleted or scaled back in order to reduce environmental and community impacts? To what extent, if any, is the array of proposed uses a means to maximally increase land values for re-sale rather than initiate actual construction? The proposed re-zoning deserves special scrutiny in these regards.

Response -M-1 The decision as to which, if any, parts of the project will ever come forward for further evaluation and implementation, rests with the individual owners of the property. A market study supporting the project plan was done and is included as part of the Specific Plan for the project. The purpose of proposed project uses is detailed in the goals and objectives of the project (FEIR pages 22-23). The underlying use of the site, as dictated by Specific Plan Area texts in the community plans for the area, is visitor-serving commercial. This use is respected by the project. Because project areas are under different ownerships, it is not possible to simply eliminate uses on one property in favor of uses on another. A reduced project alternative was provided that scaled back all project areas by 25%. This reduced project alternative was fully analyzed in the FEIR (beginning on page 264). An alternate entrance was also proposed, which reduced impacts to

biological resources.

M-2 Analysis of some impacts and mitigations is deferred to later, "subarea" stages. According to CEQA, all foreseeable impacts must be addressed at the earliest point in time. Please explain how this has occurred.

Response -M-2 Analysis and impacts are not deferred to later sub-area stages. Sub-areas are not representative of stages, but of various geographic areas where development is expected to occur (FEIR page 18). Analysis of impacts was carried out based on a worst-case scenario. Impacts of the project may be less than those analyzed, but will not be greater (FEIR page 20). All foreseeable impacts of the project, including offsite impacts related to possible road improvements, were assessed and are discussed in the FEIR. Subsequent permits (MUP's or Site Plans) are needed prior to development of any subarea. Further environmental review will be done at that time when project details are available.

M-3 While it discusses multiple species planning, the document does not provide an adequate analysis of this property's relationship to regional habitat planning in that it does not show that this site is not *itself* a core biological area which needs protection.

Response -M-3 The project was assessed under NCCP Guidelines and in consultation with the Fish and Wildlife Service and the California Department of Fish and Game. The biological sensitivity of the area was considered in developing the extensive biological mitigation program for the site, which includes mitigation for corridor linkages, as well as revegetation of disturbed habitats. The reader is referred to the biological mitigation in the FEIR, pages 69-79.

M-4 Some biological impacts have not been shown to be mitigated to insignificant levels. For example, regarding the proposed oak tree planting, what evidence is there that the onsite soils and hydrology are suitable for oaks or that the ecological values of the existing oak woodlands will be retained over the long term? If conditions were appropriate for oaks, they would be there already.

Response -M-4 The area which will be planted with oaks supported them in the past. However, these were removed for agricultural and equestrian activities. Thus, the soils, hydrology, and other factors are highly suited to the restoration of oak/riparian woodland in the area indicated.

M-5 For each species and habitat impact and proposed mitigation, how is compliance

with the Resource Protection Ordinance (RPO) and "Greenbook" Guidelines achieved, including maximal avoidance?

Response -M-5 The project development areas have been revised to reflect better planning, and the project has been downsized from what was originally proposed by approximately six percent (FEIR page 120). RPO compliance is achieved by barring development on steep slopes, by assessing and mitigating for all impacts to sensitive biological resources and archaeological resources, and by complying with RPO requirements related to flood plains. Flood plain compliance includes barring any permanent structures on the flood plain that may interfere with the flow of water during a 100-year storm event. The reader is also referred to the response to comment A10 above.

M-6 Given the generally acknowledged need to provide a 1000 foot minimum width for wildlife corridors (see MSCP Plan), how have impacts to wildlife movement been mitigated to significant levels using the narrower widths proposed?

Response -M-6 The U.S. Fish and Wildlife Service and California Fish and Game have concurred with the corridor design. Because upstream disturbance has narrowed effective corridor areas, the proposed corridor provides effective linkage to these offsite areas. Impacts to wildlife movement along corridors onsite have been mitigated by providing an extensive revegetation area as indicated on Figure 12 A, FEIR page 97, which will enlarge and enhance an important north/south corridor link which was destroyed by agricultural and ranching operations in the past. Preservation of 11.36-acres of offsite area east of and adjacent to the project in open space will preserve connectivity with existing open space areas to the east, thus preserving regional wildlife movement. The corridors and offsite area are discussed on pages 49-51 of the FEIR. Impacts to corridors are discussed on page 68, and mitigation measures related to corridor preservation are discussed in the FEIR, Item 6, beginning on the bottom of page 72.

M-7 Regarding coastal sage scrub, what data was used to determine that this is not a large patch of relatively dense coastal sage scrub, and thus not a "high value district" under the NCCP Conservation Guidelines? Also, insufficient levels by the fragmented lands proposed as onsite mitigation. Offsite mitigations may be necessary in addition.

Response -M-7 Using the NCCP Conservation Guidelines Evaluation Logic Flow Chart the site was found to have "Intermediate Potential Value". Much of the scrub on this site is successional and fragmented. For this reason, it does not meet the criteria of a "higher value district". Where connectivity with offsite Coastal Sage Scrub (CSS) areas exist, this connectivity has been preserved. On the east 11.36 acres of offsite area, much of which

supports CSS, connectivity is maintained with offsite areas that support CSS. The large knoll in the center of the property, which supports CSS, has been included in a biological revegetation area. This area is contiguous with CSS offsite. A large area of CSS habitat in Sub-area 1 has been preserved. This connects with CSS offsite to the south. The project design has preserved a maximum area of CSS. This preservation will be effective in providing habitat for the gnatcatcher.

M-8 Gnatcatcher occupied habitat of other than low long-term conservation value should not be lost under interim Habitat Loss Permits. Specifically, how does the coastal sage scrub loss proposed comply with the Service's October 18, 1996 *Reinitiation of Formal Consultation on Implementation of the Special Rule for the Coastal California Gnatcatcher*? Due to higher-than-anticipated interim losses of occupied gnatcatcher habitat, a corrective measure (Reasonable and Prudent Measure 3) was adopted in that consultation.

Response -M-8 The interim HLP allows loss of Diegan Sage Scrub of both low and intermediate conservation value. Consultation with the wildlife agencies was conducted prior to public review of the FEIR and modifications were made to project and open space design in response to their concerns. The U.S. Fish and Wildlife Service has responded to the FEIR (see comments Section A, above), and coastal sage loss has not been raised as an issue.

M-9 Growth-inducing impacts may occur, and should be analyzed in the EIR. Such large commercial uses will generate employees, who will want to live nearby. The commercial uses may also generate a demand for housing from those who would not otherwise live in the area.

Response -M-9 Growth-inducing potential of the project was assessed in the FEIR (page 271). Growth inducement was found to be not significant because: (1) the site lies within a physically constrained area that precludes further project-related development, (2) as a tourist-oriented project, the proposed project compliments existing tourist-oriented activities and so will not draw on an entirely new market, (3) public services are available, or would be available concurrent with need. Additional public service capacity that could enable additional growth, is not being proposed. (4) Road access is not being extended into areas where it was previously unavailable.

M-10 The alternatives analysis is quite deficient. The purpose of this analysis under CEQA is to present environmentally superior options to decision-makers. Instead, the applicants have proposed a vague 25 percent reduction in "intensity." There is no attempt to produce a reconfigured or purposefully scaled back project from the

current array of scattered development “bubbles.”

Response -M-10 A 25 percent reduction in the project (Alternative No. 3, FEIR, page 264), and the alternative entry proposal (Alternative No. 4, FEIR, page 266), both represent significant reductions in project impacts. Because subareas have different owners, alternatives that eliminate or move uses would not meet the projects objectives. The use of an across the board 25 percent reduction in the project treats each subarea, and all owners, equally. It also provides significant reductions in impacts throughout the site. The reader is referred to the response to comment M1 above.

INDIVIDUALS

N. H. G. Fenton Companies

N-1 The Traffic Impact Analysis is dated February 1994. County of San Diego "Guidelines for the implementation of the California Environmental Quality Act" (8/91) on page 116 item 3 state: "A previous traffic study for the development under review will only be acceptable if it is less than one year old." Therefore the traffic analysis should be revised and updated to meet this requirement.

Response -N-1 The County of San Diego Department of Public Works determined that the traffic study adequately reflects the traffic conditions in the area at the time the EIR was advertised.

N-2 The peak hour intersection analysis methodology used was the 1985 Highway Capacity Manual method. This method is out of date. The current methodology is based on the 1994 Highway Capacity Manual procedures. Therefore, the peak hour intersection analysis is inadequate and should be revised based on the proper procedures of the Highway Capacity Manual.

Response -N-2 The reader is referred to comment N-1, above.

N-3 Three cumulative projects are discussed and shown on Figure 4-1. The cumulative or "other projects" assumed for analysis are out of date and should be updated. As an example the White Water Canyon Waterpark was not approved by the Board of Supervisors.

Response -N-3 The traffic discussion reflects the fact that White Water Canyon Waterpark is no longer an active project (FEIR page 168). Because the original traffic study included this project, the cumulative traffic impacts are overstated by 2,000 ADT. Because this resulted in an analysis of impacts that is greater than actually expected, the environmental analysis is not compromised.

N-4 The computer travel forecast prepared for the project was based on the San Diego Association of Governments (SANDAG) Series 7 methodology. In addition, the year 2010 was assumed for cumulate conditions. The current methodology used for computer travel forecasts is the SANDAG Series 8 methodology based on the current forecast methodology which also assumes the year 2015.

Response -N-4 The SANDAG Series 8 was never adopted by the Board of Supervisors and figures were not available when the traffic study was done. County of San Diego staff has determined that the Series 7 figures provide an adequate representation of the traffic

picture in the area.

N-5 Item 7 of the mitigation measures state "The project sponsor may be required to contribute finding on fair-share basis ... for needed roadway and traffic signal improvements." What are the "other projects" that need the listed improvements? If the roadway and traffic signal improvements are needed, the improvement should be provided before or concurrent as development occurs. The report is unclear about when the improvements will be provided and who will provide them.

Response -N-5 Traffic improvements will be required when the traffic meeting thresholds of significance is reached. The timing of traffic improvements has been included in the revised FEIR mitigation for traffic impacts. (FEIR pages 174-176) Traffic assessments will be made as each project comes forward to determine whether or not thresholds have been reached. Permits will be conditioned on appropriate traffic improvements being made.

EXHIBIT A
LETTERS RECEIVED



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Carlsbad Field Office
2730 Loker Avenue West
Carlsbad, California 92008
(760) 431-9440 FAX: (760) 431-9624

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DEC 16 1997

DEPARTMENT OF PLANNING
AND LAND USE

Ms. LeAnn Carmichael
County of San Diego
Department of Planning and Land Use
5210 Ruffin Road, Suite B
San Diego, California 92123

Re: Draft Environmental Impact Report (EIR) for Champagne Gardens Specific Plan, San Diego County, California

Dear Ms. Carmichael:

The U.S. Fish and Wildlife Service (Service) has reviewed the referenced Draft Environmental Impact Report (EIR) received by our office October 30, 1997. The proposed project consists of an 84.91 acre area along Champagne Boulevard, east of Interstate 15, approximately 6 miles north of Escondido between Lawrence Welk Resort and Old Castle Road. The Specific Plan proposes a resort-oriented commercial complex which would include a hotel, wellness center, botanical conservatory, amphitheater, 2 motels, retail shops, restaurants, theaters, convenience mart/gas station, bed and breakfast facility, winery, and associated parking for 1,559 cars and 20 buses.

The primary concern and mandate of the Service is the protection of public fish and wildlife resources and their habitats. Our mandates further require that we provide comments on any public notices issued for a Federal permit or license affecting the nation's waters (e.g., Clean Water Act, Section 404 and River and Harbor Act of 1899, Section 10). The Service is also responsible for administering the Endangered Species Act of 1973 as amended (ESA). Section 7 of the ESA requires Federal agencies to consult with the Service should it be determined that their discretionary acts may affect a listed threatened or endangered species. Section 9 of the ESA prohibits the "take" (e.g., harm, harassment, pursue, injure, kill) of Federally listed wildlife species. "Harm" (i.e., "take") is further defined to include habitat modification or degradation where it kills or injures wildlife by impairing essential behavioral patterns including breeding, feeding, or sheltering. "Take" can only be permitted pursuant to the pertinent language and provisions in Section 7 (Federal consultations) and Section 10(a) or conditioned through a special rule under section 4(d) of the ESA.

In general, impacts of the proposed project include the removal of 11.69 acres of diegan coastal sage scrub (CSS), 0.31 acres of sycamore/willow riparian forest, 0.50 acres of southern willow riparian scrub, 2.82 acres of coast live oak woodland, an unquantified amount of scrub oak-

chaparral, an unquantified amount of non-native grassland, and an unquantified amount of disturbed lands. Proposed mitigation for these impacts include the onsite preservation of 21.5 acres of CSS and offsite preservation of 11.36 ac of CSS, onsite preservation of 3.16 acres of sycamore/willow riparian woodland, creation of a minimum of 0.93 acres of sycamore/willow riparian woodland, onsite preservation of 0.47 acres of southern willow riparian scrub, creation of a minimum of 1.5 acres of southern willow riparian scrub, onsite preservation of 5.86 acres of coast live oak woodland, and a 10:1 replacement ratio for all impacted oak trees.

As presently proposed, jurisdictional wetlands and riparian areas will be impacted by the proposed project. The Service recommends that the U.S. Army Corps of Engineers (Corps), Regulatory Branch, be contacted regarding impacts to jurisdictional wetlands which may require a permit under Section 404 of the Clean Water Act. The local Corps Regulatory office can be reached at (619) 674-5385. The California Department of Fish and Game also regulates alterations and impacts to wetlands through Section 1600 et. seq. of the Fish and Game Code. Issues regarding Section 1600 should be directed to Terri Dickerson, California Department of Fish and Game's Streambed Alteration Coordinator at (714) 363-7538.

The Service has previously worked with the applicant and the County regarding preserve configuration, and we are pleased to see many of the redesign recommendations implemented. However, we remain greatly concerned regarding the location of the entryway to the development bubble in sub-area 4. It was the Service's intention that an alternative be designed which would avoid impacts to the coast live oak woodland. It does not appear that either the Preferred Alternative or the Alternate Entry Alternative (Alternative 4) represent a least damaging practicable alternative. As proposed, this entryway represents significant impacts that appear to be easily avoidable. It is unclear why the entry in sub-area 5 cannot be widened in order to become the main access to both the winery and the hotel. It is also unclear why the left-hand fork in Alternative 4 must bisect the coast live oak woodland. The Service recommends the entryway design provided in the attached Exhibit (Exhibit 1) be evaluated in the final EIR.

A-1

It is the Service's understanding that the draft EIR encompasses a Specific Plan which is programmatic in nature, has various ownerships, and may be completed in phases over time. We appreciate the effort required to plan for the larger overall project, and understand that each sub-area will have subsequent, specific surveys, environmental review, and processing. Due to the improbability of all specific sub-area projects being implemented concurrently, the Service is concerned about the proposed use of a Habitat Loss Permit (HLP) on a programmatic level. An HLP is only valid for a period of one year. It is, therefore, recommended that either each of the sub-areas obtain individual Habitat Loss Permits within the appropriate time period, or that the entire project be incorporated into the north county portion of the MSCP planning effort and permitted under the MSCP plan.

A-2

The Service offers the following specific information and recommendations to assist you in planning for the preservation of sensitive wildlife species and habitat within the project area and as a means to assist you in complying with pertinent Federal statutes. In order to facilitate the

evaluation of the proposed project from the standpoint of fish and wildlife protection, we request that the final EIR contain the following specific information:

Project Impact Clarification

The Service requests clarification of the following items:

- a) The total impacts of the proposed project are unclear. A letter from TRS Consultants, dated April 14, 1997, indicated that the project will impact 34.81 acres of the 84.91 acre site. This information should be clearly described in the final EIR. **A-3**
- b) The amount of impact by habitat type is also unclear. The project description only accounts for 16.74 acres in four habitat types (CSS, sycamore/willow riparian forest, southern willow riparian scrub, and coast live oak woodland). Please specify the type, amount, and location of all proposed impacts. **A-4**
- c) The draft EIR indicates that there will be offsite impacts to CSS, oaks, and wetlands due to road alignment and widening. Are these impacts quantified and accounted for in the above referenced 34.81 acres? **A-5**
- d) The above referenced letter from TRS Consultants, dated April 14, 1997, also indicated that 3.40 acres of disturbed area will be restored to riparian habitat. The restoration areas and general vegetative community to be established should be clearly identified in the EIR. **A-6**
- e) The draft EIR states that 11.36 acres of CSS will be preserved on adjacent properties under the same ownership. It is the Service's understanding that this is the area mapped as "Additional Biological Study Area" in Figure 10. Please clearly label the offsite mitigation area in the final EIR. **A-7**
- f) The width of the riparian buffers is indeterminable due to the lack of specified scale on the figures in the draft EIR. The Service requests clarification regarding these widths in order to make a determination as to whether the project may affect listed riparian species. **A-8**

Listed and Sensitive Species

The Service concurs that additional surveys for the Coastal California gnatcatcher (*Poliioptila californica californica*) and breeding bird surveys should be completed within one year prior to development in any area of onsite sage scrub habitat.

- It is the Service's understanding that prior to the processing of any environmental documents for specific projects in sub-areas 2, 3, 4, and 5, protocol surveys for the least Bell's vireo (*Vireo bellii bellii*) and southwestern willow flycatcher (*Empidonax traillii extimus*) will be performed. If either of these listed species are found to be present onsite, appropriate permits must be obtained prior to any habitat disturbance or modification. However, if surveys are not performed, the presence of these species should be assumed. If direct or indirect impacts to suitable habitat or associated buffers cannot be avoided, then it would be assumed that the project may affect one or both of these listed species. Issuance of a permit under Section 404 of the Clean Water by the U.S. Army Corps of Engineers is a federal action and requires consultation with the Service pursuant to Section 7 of the ESA for any action that may affect a listed species. **A-9**

The draft EIR indicates that 4 of 6 summer-holly (*Comarostaphylis diversifolia* spp. *diversifolia*) individuals will be destroyed by the proposed project. Spring plant survey results for this project, reported in the May 30, 1995, letter by Vincent Scheidt indicated that, based upon the observed distribution of individuals onsite, it is possible that "several more specimens" may be present. This plant is considered sensitive by the Service and is included in List 1B of the California Native Plant Society's Inventory of Rare and Endangered Vascular Plants. The Service recommends that a qualified restoration ecologist develop and implement a plan to relocate all impacted individuals within appropriate preserved habitat. This plan should be submitted to the Service and California Fish and Game Department for comment and approval.

A-10

Grasslands

Grasslands, both native and non-native, provide vital foraging habitat for many species of raptors. The final EIR should address potential effects to raptors in regards to the proposed projects impacts on grassland habitat. Significant cumulative loss of raptor foraging habitat throughout San Diego County has become apparent to the Service through analyses conducted in the context of regional conservation efforts.

A-11

The May 30, 1995, spring plant survey report indicated that "patches" of Southern California native grassland also occur onsite. Many grassland areas in San Diego County that are reported as non-native grassland actually support native components that are not recognized during cursorial vegetation mapping. The Service recommends the amount of native grassland onsite be identified and quantified and that impacts to native grassland be mitigated in-kind at a 1:1 ratio and non-native grassland be mitigated at a ratio of 0.5:1.

A-12

Management

In order to maintain biological values and assure the long-term viability of the habitat to be preserved within the dedicated biological open space, the Service recommends that a management plan be prepared and implemented as part of the proposed project. This should include a responsible party that would periodically monitor the site to ensure the protection of the natural resources. Issues that should be addressed in the final EIR and management plan include restrictions on vehicular and human access, control exotic species invasion, proposed land dedications, monitoring and management programs, control of illegal dumping, and restrictions on lighting near mitigation areas.

A-13

Summary


In summary, the Service requests that the final EIR clarify and address the following issues for the proposed project: (1) arrangement of development and entry into sub-area 4; (2) the ability to utilize the HLP process on a programmatic basis due to time constraints; (3) clarification of the proposed project impacts; (4) impacts to listed and sensitive species onsite; (5) effects of loss of grassland habitat to foraging raptors; and (6) a Habitat Management Plan which will maintain the functions and values of the preserved habitat be prepared and implemented for the biological open space easement.

Ms. LeAnn Charmichael

5

The Service thanks you for the opportunity to comment on the referenced draft EIR and looks forward to working with the County regarding the issues identified above. If you should have any questions pertaining to these comments, please contact Kathleen Linder at (760) 431-9440.

Sincerely,


Gail C. Kobetich
Field Supervisor









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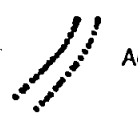
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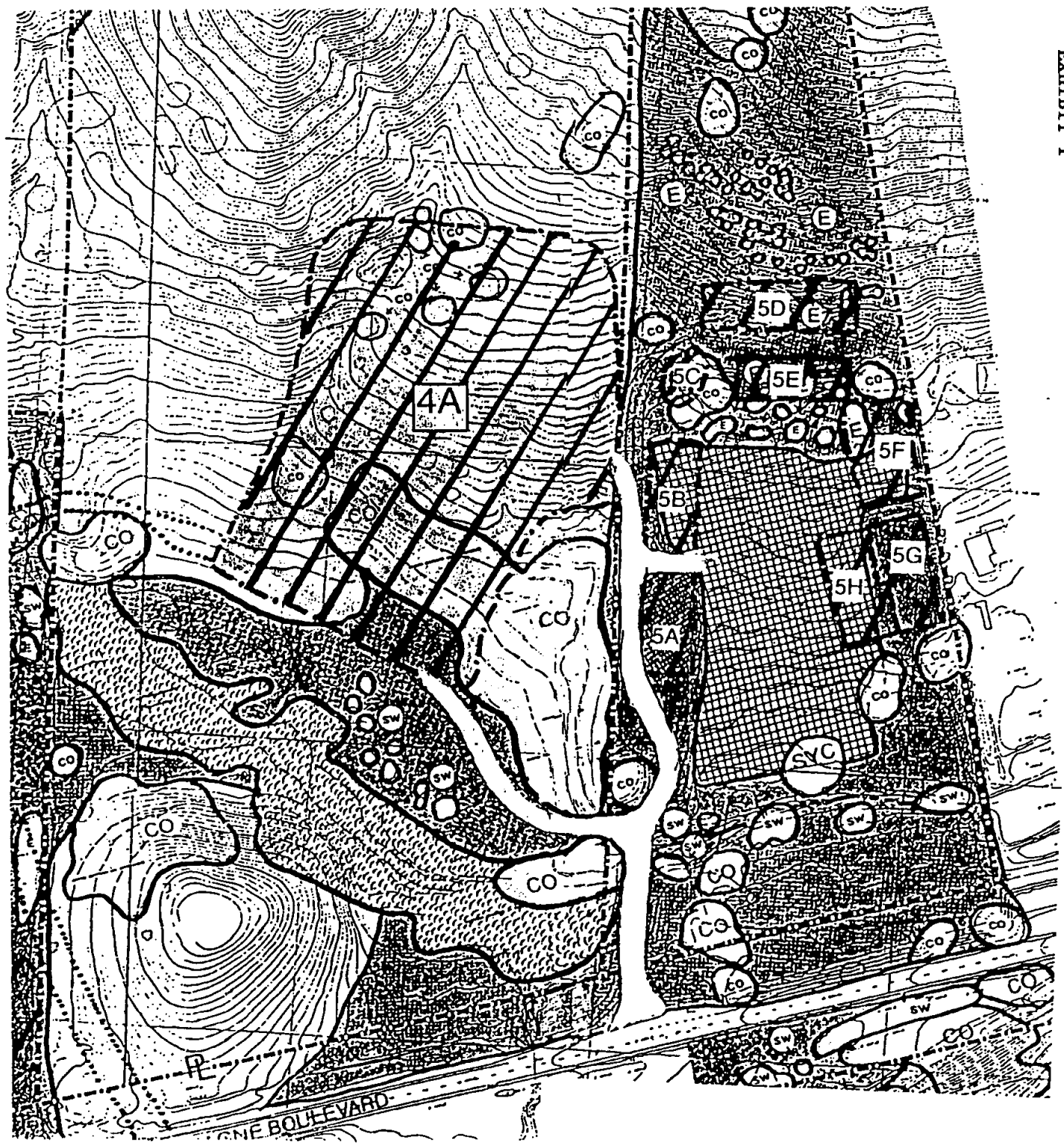
cc: Terri Stewart, CDFG

No Scale

LEGEND

-  Southern Arroyo Willow Riparian Forest
-  Diegan Sage Scrub
-  SYC Sycamore
-  SW Southern Willow Scrub
-  CO Coast Live Oak Woodland
-  Non-Native Grassland/Disturbed
-  Orchard
-  4A Development Area Number

-  Development Area
-  Access Road





REPLY TO
ATTENTION OF:

Office of the Chief
Regulatory Branch

DEPARTMENT OF THE ARMY
LOS ANGELES DISTRICT, CORPS OF ENGINEERS
SAN DIEGO FIELD OFFICE
10845 RANCHO BERNARDO RD, SUITE 210
SAN DIEGO, CALIFORNIA 92127

November 19, 1997

RECEIVED

DEC 02 1997

DEPARTMENT OF PLANNING
AND LAND USE

County of San Diego
Department of Planning and Land Use
Attn: Ms. LeAnn Carmichael
5201 Ruffin Road, Suite B
San Diego, California 92123-1666

Dear Ms. Carmichael:

It has come to our attention that you plan to develop 84.91 acres out of a total of 100 acres of the Champagne Gardens Specific Plan. This project is located in wetlands adjacent to Moosa Creek, straddling the unincorporated communities of Bonsall, Valley Center, and the North County Metropolitan Subregion (The Hidden Meadows Sponsor Group area), in the north central region of San Diego County, California. This activity may require a U.S. Army Corps of Engineers permit.

A Corps of Engineers permit is required for the discharge of dredged or fill material into, including any redeposit of dredged material within, "waters of the United States" and adjacent wetlands pursuant to Section 404 of the Clean Water Act of 1972. Examples include, but are not limited to:

B-1

1. creating fills for residential or commercial development, placing bank protection, temporary or permanent stockpiling of excavated material, building road crossings, backfilling for utility line crossings and constructing outfall structures, dams, levees, groins, weirs, or other structures;
2. mechanized landclearing, grading which involves filling low areas or land leveling, ditching, channelizing and other excavation activities that would have the effect of destroying or degrading waters of the United States;
3. allowing runoff or overflow from a contained land or water disposal area to re-enter a water of the United States;
4. placing pilings when such placement has or would have the effect of a discharge of fill material.

Enclosed you will find a permit application form and a pamphlet that describes our regulatory program. If you have any questions, please contact me at (619) 674-5386. Please refer to this letter and 98-20034-TCD in your reply.

Sincerely,

A handwritten signature in black ink, appearing to read 'T. Dean', with a long horizontal flourish extending to the right.

Terry Dean
Project Manager
Regulatory Branch

Enclosures

DEPARTMENT OF FISH AND GAME

Natural Community Conservation Planning
4949 Viewridge Avenue
San Diego, CA 92123
(619) 467-4251
FAX 467-4235



December 15, 1997

Ms. LeAnn Charmichael
Department of Planning and Land Use
County of San Diego
5201 Ruffin Road, Suite B
San Diego, California 92123-1666

Champagne Gardens Specific Plan Draft Environmental Impact Report**Log No. 94-8-30; SCH # 95101055**

Dear Ms. Charmichael:

The Department of Fish and Game (Department) has reviewed the Draft Environmental Impact Report (DEIR) for the Champagne Gardens Specific Plan, located in the northern part of San Diego County, east of I-15, south of Old Castle Road and north of Welk Resort Road. The proposed project consists of an 84.91 acre site on which is proposed the development of visitor commercial uses, including gas station/mini-mart, motel, specialty retail, parking structure, 1,200 seat amphitheater, conservancy, gardens, restaurants, resort, bed and breakfast, winery and ancillary uses, and open space.

The habitats on the site include oak riparian woodland, sycamore/willow riparian forest, coastal sage scrub, chaparral and nonnative grassland/disturbed areas. Numerous sensitive species have been found on site, including the California gnatcatcher (9 individuals), summer holly, Engelmann oak, orange-throated whiptail, Cooper's hawk, sharp shinned hawk, a potential breeding group of white-tailed kites and western spadefoot toad. The site contains a representative mix of the major habitats found in southern California ecosystems, and it is located within an area that is significant for regional connectivity. Moosa Creek provides wildlife connectivity along its drainage and the coastal sage scrub and chaparral on-site are connected to other large blocks of open space within this north County area. The DEIR provided sufficient information for the Department to concur that this site is within a regionally significant area and that maximizing conservation of on-site resources should be an important goal of the project.

The proposed project is for a Specific Plan and Rezone, which equates the document with that of a "programmatic EIR." As such, additional, subsequent surveys, environmental reviews and individual processing will occur with each planned unit (Subarea) within the Specific Plan. This has been of concern to the Department and U.S. Fish and Wildlife Service (Service), collectively referred to as the wildlife agencies, since we began reviewing preliminary project information over a year ago. The programmatic level of review does not make it easy to determine exact project configuration, impacts or mitigation. A concept level development footprint and vague mitigation cannot always

DEC 17 1997
San Diego County
DEPT. OF PLANNING & LAND USE

be quantified and accurately assessed. Knowing that additional requirements are in place for additional biological surveys, impact and mitigation assessment, the Department offers the following comments with the request to stay involved in the planning and processing of each Subarea as it occurs.

The Department's main concerns include 1) project alternatives; 2) the development configuration for Subarea 4; 3) the width and buffers of the riparian corridor; 4) the impacts to coast live oak woodland; and, 5) the dedication and management of the proposed open space.

Alternatives: The Department concurs with the finding in the DEIR that the Reduced Intensity Alternative is "environmentally superior" to the preferred (proposed) project. This alternative would reduce intensity within each development bubble by 25%, allowing for a more environmentally sensitive design and avoiding impacts that are currently proposed. However, a modification of the Reduced Intensity Alternative (Alternative 3), combined with the Alternate Entry Alternative (Alternative 4) would benefit the resources and retain the overall project design. The entrance as proposed is environmentally damaging at its crossing over Moosa Creek. By utilizing the existing crossing within Subarea 5, and diverging from this main entrance after it crosses the creek to access Subareas 4, 3 and 2, 0.32 acres of oak woodland and riparian habitat will be avoided. The 25% reduction would be a biological improvement to Subareas 2, 3 and 4. Subareas 1, 5 and 6 could stay as proposed.

C-1

Configuration of Subarea 4: The Department and United States Fish and Wildlife Service has previously met with the project proponent, consultant team and the County to work out a development configuration that would be sensitive to the resources contained on the project site and allow the project to fulfill it's goals for a feasible project. The Hotel Unit (Subarea 4) has been the most difficult site to resolve. The current configuration has reduced the levels of impacts to coastal sage scrub and the wildlife corridor, but placed greater impacts on the coast live oak woodland in the center of the Subarea. The current design includes a main roadway along the riparian corridor, a 3 - 4 story hotel over a parking facility, a wellness center and additional surface parking. The Department recommends that additional design modifications be done to reconfigure the hotel and associated buildings and incorporate the oak woodland as a project asset.

C-2

Riparian corridor and buffer: In previous discussions regarding the potential for state and/or federally-listed riparian birds to nest within the riparian habitat, the project proponent and consultant team had agreed to analyze the project as if the species were present instead of conducting focussed surveys for these species. Since the surveys were not conducted, the project will be analyzed with the assumption that those species are present. The document does not clearly define the current limits of the floodplain or the areas that will be proposed for revegetation within the riparian area, nor does it address the need for both a biological buffer and a planning buffer. A general guideline for riparian buffers is 100 feet, with an additional 50 feet that can accomodate limited, passive uses. In certain Habitat Conservation Plans (HCPs) for the least Bell's vireo, the biological buffer is 200 - 250 feet from the edge of the riparian. The final EIR needs to better address indirect impacts on the riparian habitat and species.

C-3

The Department concurs that subsequent focussed surveys for the least Bell's vireo and southwestern willow flycatcher will be required. The surveys should occur according to protocol and during environmental planning and review, prior to approval of Subareas 2, 3, 4, and 5. The mitigation measures for each Subarea should be rewritten to state this is required "prior to approval" rather than "during implementation" of each Subarea.

C-4

The proposed project has considerably redesigned portions of the project that had previously intruded into the corridor. The knoll on the western side of the project (Subarea 4) has been added to the proposed open space, resulting in an increase in the width of the corridor at that point to approximately 750 feet. Other locations along the corridor have a minimal width of 220 feet. The DEIR inconsistently describes the corridor, stating on page 71 that the corridor ranges from 220 to 750 feet and on page 69 the ranges are from 240 feet to 850 feet. The FEIR must correct this apparent inconsistency or explain the differences in these statements. Page 69 primarily addresses revegetation issues, and if the additional width is due to revegetation efforts, the document should state this. Figure 12A should be modified to depict revegetation and buffer areas within the "biological zone."

C-5

Impacts to coast live oak woodland: The DEIR does not adequately address the significance of the riparian oak woodland habitat and the need to avoid impacts to the maximum extent possible. Impacts to this habitat type, including both direct and indirect impacts (within 50 feet), are 4.24 acres. The FEIR should identify conceptual revegetation areas within the project site and determine whether off-site mitigation will be necessary. A conceptual revegetation plan should be included in the FEIR.

C-6

Dedication and management of the proposed open space: The DEIR does not address the dedication or management of the proposed open space either on an interim or on a permanent basis. The FEIR should state the ultimate disposition/ownership status of the open space areas and discuss management in order to be consistent with regional planning efforts occurring in San Diego County. The Department recommends that the open space be dedicated to the County with the Department and/or Fish and Wildlife Service as third party beneficiaries on the easement, and that a Management Plan be prepared by the project proponent(s) prior to recordation of the final map.

C-7

Additional comments:

- The DEIR did not account for impacts to all habitats, discuss adequately the regional significance of grasslands for raptor foraging or the occurrence or significance of breeding white tailed kites, or presence of the declining spadefoot toad. The Department recommends that the FEIR provide a table specifying the vegetation communities and their acreages on the site, what the permanent and temporary impacts will be, and what the preservation and revegetation acreages will be. This should be accompanied by a map showing the development areas (including off-site improvements, fuel modification zones, infrastructure), revegetation areas and preserve areas. Neither the document nor Figure 12B had sufficient detail to determine all impacts for all habitats. Appendix A5 and the DEIR discussed off-site improvements that would be necessary to implement the Specific Plan, but there was no quantification of impacts, no discussion of whether the project calculations included these

C-8

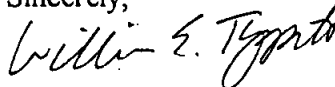
C-9

impacts or not, and no mitigation was proposed to off-set these impacts. This information must be provided in the FEIR.

- The DEIR contains findings for the issuance of a Habitat Loss Permit (HLP). The Department recommends that the project be planned in accordance with the County's planning efforts for the northern portion of San Diego County. The project, as proposed, is programmatic and individual subareas may not be cleared or graded at the same time. HLPs are issued for projects that are expected to be cleared or graded within 12 months. Because the individual Subareas may proceed on different timelines, a single HLP is not appropriate. If the proposed project can demonstrate that all clearing and grading will occur within the 12 months than a single HLP may be submitted. Alternatively, the project could be included into the north county portion of the MSCP planning effort and be permitted under the MSCP Plan. C-10
- The DEIR included a May 30, 1995 letter (Appendix A2) from Vince Scheidt stating that his review of the 1994 PSBS biological report determined that there were "inaccuracies in delineation and community designation (eg: patches of native Southern California Grassland were missed...)..." The Department found no mention of native grasslands in the DEIR but did find reference to native grassland species in various floral checklists attached to the document. The FEIR should clarify the presence or absence of native grassland on the project site and adequately address impacts and mitigation for it. C-11
- Please be advised that the proposed project will require a Streambed Alteration Agreement from the Department for any impacts or alterations to wetlands. To obtain information and an application packet, please notify the Department's Region 5 Environmental Services staff at 330 Golden Shore, Suite 50, Long Beach, California 90802. C-12

In conclusion, the DEIR did not adequately delineate the project resources, impacts and mitigation, and the Department does not concur that the project document is fully acceptable. Please provide the Department with any subsequent documents on the Champagne Gardens Project. Questions or comments on this letter may be directed to Ms. Terri Stewart of my staff at the letterhead address, or by telephone at (619)467-4209, or to myself at 467-4212. Thank you for the opportunity to comment on this project.

Sincerely,



William E. Tippetts
NCCP Field Supervisor

cc: Department of Fish and Game
Ron Rempel
Sacramento

Ms. LeAnn Charmichael

December 15, 1997

Page 5

Terri Stewart

Randy Botta

San Diego

Terri Dickerson

Laguna Niguel

Lilia Martinez

Long Beach

US Fish and Wildlife Service

Sherry Barrett

Nancy Gilbert

Kathleen Linder

Carlsbad

file:champgrd.tas

Governor's Office of Planning and Research

1400 Tenth Street
Sacramento, CA 95814

**RECEIVED**

December 15, 1997

DEC 18 1997

LEANN CHARMICHAEL
COUNTY OF SAN DIEGO, DPLU
5201 RUFFIN RD, SUITE B
SAN DIEGO, CA 92123-1666

DEPARTMENT OF PLANNING
AND LAND USE

Subject: CHAMPAGNE GARDENS SPECIFIC PLAN SCH #: 95101055

Dear LEANN CHARMICHAEL:

The State Clearinghouse has submitted the above named draft Environmental Impact Report (EIR) to selected state agencies for review. The review period is now closed and the comments from the responding agency(ies) is(are) enclosed. On the enclosed Notice of Completion form you will note that the Clearinghouse has checked the agencies that have commented. Please review the Notice of Completion to ensure that your comment package is complete. If the comment package is not in order, please notify the State Clearinghouse immediately. Remember to refer to the project's eight-digit State Clearinghouse number so that we may respond promptly.

D-1

Please note that Section 21104 of the California Public Resources Code required that:

"a responsible agency or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency."

Commenting agencies are also required by this section to support their comments with specific documentation.

These comments are forwarded for your use in preparing your final EIR. Should you need more information or clarification, we recommend that you contact the commenting agency(ies).

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

A handwritten signature in cursive script, reading "Antero A. Rivasplata".

ANTERO A. RIVASPLATA
Chief, State Clearinghouse

Enclosures

cc: Resources Agency

Notice of Completion and Environmental
Document Transmittal Form

to: State Clearinghouse, 1400 Tenth Street, Sacramento, CA 95814-916/445-0613

See NOTE below

SCH # 95101055

ject Title: SP94-002, REZ 94 007, LOG NO. 94-8-30, CHAMPAGNE GARDENS SPECIFIC PLAN

id Agency: San Diego County, DPLU

3. Contact Person: LeAnn Carmichael

et Address: 5201 Ruffin Road, Suite B

3b. City: San Diego

unity: San Diego County

3d. Zip: 92123-1666

3e. Phone: (619) 694-3739

Location East of I-15 north of Welk Resort on east & west sides of Champagne Blvd., south of Old Castle Road

unity: San Diego County

4a. City/Community: Bonsall, Valley Center, Hidden Meadows

essor's Parcel Nos. 172-030-17, 44, 45, 172-040-05, 38, 39, 172-092-01, 02, 172-091-11, 17, 27

ction: 1 & 12

Twp. 11 South

Range: 3W

San Bernardino Meridian

ss Streets: Old Castle Rd. & Lawrence Welk Rd. 5b. For Rural, Nearest Community: Hidden Meadows

thin 2 Miles: a. State Hwy #: I-15 b. Airports: None c. Railways: None d. Waterways: Moosa Creek

ument Type

01. ☐ NOP 05. ☐ Supplemental/Subsequent EIR, NEPA: 09. ☐ NOI OTHER: 13. ☐ Joint Document
02. ☐ Early Cons (Prior SCH No.: 10. ☐ FONSI 14. ☐ Final Document
03. ☐ Neg Dec 06. ☐ NOE 11. ☐ Draft EIS 15. ☐ Other
04. ☒ Draft EIR 07. ☐ NOC 08. ☐ NOD 12. ☐ EA

Type

- General Plan Update 05. ☐ Annexation 09. ☒ Rezone 12. ☐ Waste Mgmt Plan
New Element 06. ☒ Specific Plan 10. ☐ Land Division (Subdivision, 13. ☐ Cancel Ag Preserve
General Plan Amendment 07. ☐ Community Plan Parcel Map, Tract Map, etc.) 14. ☐ Reclamation Plan
Master Plan 08. ☐ Redevelopment 11. ☐ Use Permit

ment Type

- Residential: Units _____ Acres _____ 06. ☐ Transportation: Type _____
Office: Sq. ft. _____ Acres _____ Employees _____ 07. ☐ Mining: Mineral _____
Shopping/Commercial: Sq. ft. 791,450 Ac's 84.9 Employees _____ 08. ☐ Power: Type _____ Watts _____
Industrial: Sq. ft. _____ Acres _____ Employees _____ 09. ☐ Waste Treatment: Type _____
Water Facilities: MGD _____ 10. ☐ OCS Related _____
11. ☐ Other: _____

84.9

11. Total Jobs Created

-10. Total

Discussed in Document

- Aesthetic/Visual 09. ☒ Geologic/Seismic 17. ☐ Social 25. ☒ Wetland/Riparian
Agricultural Land 10. ☐ Jobs/Housing Balance 18. ☐ Soil Erosion 26. ☒ Wildlife
Air Quality 11. ☐ Minerals 19. ☐ Solid Waste 27. ☐ Growth Inducing
Archaeological/Historical 12. ☒ Noise 20. ☐ Toxic/Hazardous 28. ☐ Incompatible Land Use
Coastal Zone 13. ☒ Public Services 21. ☒ Traffic/Circulation 29. ☒ Cumulative Effects
Economic 14. ☐ Schools 22. ☒ Vegetation 30. ☐ Dark Skies
Fire Hazard 15. ☐ Septic Systems 23. ☐ Water Quality 31. ☐ Public Health and Safety
Flooding/Drainage 16. ☐ Sewer Capacity 24. ☐ Water Supply

xx.) Federal \$ None

State \$ None

Total \$ None

-13. Funding

Use and Zoning: Winery, Mini-Storage Warehouse, Majority is vacant, (21) Specific Plan Designation & S90 Holding Zone

ption: Specific Plan consists of various visitor serving commercial uses including a gas station/mini-mart, motels, specialty parking structure, 1,200 seat amphitheater, conservatory, gardens, restaurants, resort, bed & breakfast inn, winery, & ry uses. Rezone would modify the structure types, heights, special area regulations, & setbacks allowed. Specific Plan would development of the area when future implementing permits, etc. proposed.

State Clearinghouse Contact: Mr. Chris Belsky
(916) 445-0613

Project Sent to the following State Agencies

State Review Began: 10.29.97

Dept. Review to Agency 12.5

Agency Rev to SCH 12.10

SCH COMPLIANCE 12.12

Please note SCH Number on all Comments

95101055

Please forward late comments directly to the
Lead Agency

AQMD/APCD 27 (Resources: 1111)

X Resources

- Boating
Coastal Comm
Coastal Cons
Colorado Rvr Bd
Conservation
X Fish & Game # 5
Delta Protection
Forestry
X Parks & Rec/OHP
Reclamation
BCDC
X DWR
OES
Bus Transp Hous
Aeronautics
CHP
X Caltrans # 11
Trans Planning
Housing & Devel
Health & Welfare
Drinking H2O
Medical Waste

State/Consumer Sves

- General Services
Cal/EPA
ARB
CA Waste Mgmt Bd
SWRCB: Grants
SWRCB: Delta
X SWRCB: Wtr Quality
SWRCB: Wtr Rights
X Reg. WQCB # 9
DTSC/CTC
Yth/Adlt Corrections
Corrections
Independent Comm
Energy Comm
X NAHC
PUC
Santa Mn Mtns
X State Lands Comm
Tahoe Rgl Plan
Other: _____

STATE OF CALIFORNIA - BUSINESS, TRANSPORTATION AND HOUSING AGENCY

PETE WILSON, Governor

DEPARTMENT OF TRANSPORTATION

DISTRICT 11, P.O. BOX 85406, MAIL STATION 55, SAN DIEGO, 92186-5406
(619) 688-6424 TDD Number
(619) 688-6954



December 11, 1997

11-SD-015
40.84

Mr. Chris Belsky
State Clearinghouse
1400 Tenth Street
Sacramento, CA 95814

Dear Mr. Belsky:

Draft EIR for the Champagne Gardens Specific Plan - SCH 95101055

Caltrans District 11 comments are as follows:

- Not all sums of the numbers on the traffic related figures are correct. E-1
- All traffic charts need to be revised to show the correct numbers for consistency. E-2
- The ramps at Deer Springs Road and Gopher Canyon Road need to be widened by the developer. E-3
- An auxiliary lane on southbound Interstate 15 (I-15) from Deer Springs Road is also needed. E-4
- Please send us a copy of the Notice of Determination when it becomes available.

Our contact person for Traffic Operations is Fred Yazdan, Branch Chief at (619) 688-6881.

Sincerely,

Bill Figge
BILL FIGGE, Chief
Planning Studies Branch

BF/LS:vc



County of San Diego

DIRECTOR
(619) 694-2212
FAX: (619) 268-0461
LOCATION CODE 850

DEPARTMENT OF PUBLIC WORKS
5555 OVERLAND AVE, SAN DIEGO, CALIFORNIA 92123-1295

COUNTY ENGINEER
COUNTY AIRPORTS
COUNTY ROAD COMMISSIONER
TRANSIT SERVICES
COUNTY SURVEYOR
FLOOD CONTROL
WASTEWATER MANAGEMENT
SOLID WASTE

November 25, 1997

TO: Gary L. Pryor, Director
Department of Planning and Land Use (0650)
Attention: Jim Chagala

FROM: Rafael L. Muñoz, Principal Civil Engineer (Acting)
Department of Public Works (0336)

CHAMPAGNE GARDENS SPECIFIC PLAN (SP) 94-002, DATED OCTOBER 1997

We have reviewed the Specific Plan and offer the following comments on the Flood Control and Traffic/Circulation sections:

Circulation

On page 33, the draft SPA states that "... selected improvements of circulation element roads and intersection improvements ... will be accomplished as the permits generate the need for these facilities." F-1

This SPA needs to address the exact nature of the improvements to be made and a time line tied to SPA areas for each.

Flood Control

These issues have been adequately addressed. F-2

If you have any questions regarding this matter, please contact Robert Hoglen at (619) 694-3244.

Rafael L. Muñoz
RAFAEL L. MUÑOZ
Principal Civil Engineer (Acting)

RLM:MKJ:jb

cc: SA 15 file; Brian Headrick, DPW (0336); Ken Hanson, DPW (0336)
JB:M:\WPARTLOC\CHAMPAGN.KJ6



Charles D Grimm
Director of Planning and Building
Planning Division
(760) 741-4671, FAX (760) 738-4313

December 8, 1997

LeAnn Carmichael
County of San Diego
Department of Planning & Land Use
5201 Ruffin Road, Suite B
San Diego, CA 92123

Subject: City of Escondido Comments Regarding the Draft Environmental Impact Report for the Proposed Champagne Gardens Project - DPLU Case # SP 94-002, Environmental Log No. 94-8-30 SCH# 95101055.

Dear Ms. Carmichael:

The City of Escondido appreciates the opportunity to review and comment on the proposed Draft Environmental Impact Report (DEIR). The project is located outside the Sphere of Influence of the City of Escondido General Plan; however, project's generated impacts on areas within our sphere (street segments and intersections of Deer Springs Road, N. Centre City Parkway, Champagne Boulevard and I-15) have been identified in the DEIR. We request that an appropriate response to the following comments be included in the Final EIR document and the project's Specific Plan, and that we be notified of the date when the documents will be considered for certification and adoption.

Traffic: Section III-C. Traffic, indicates that, under existing conditions, Deer Springs Road intersection with I-15 operates at or below Level of Service (LOS D or E). The DEIR also identified Deer Springs Road and Champagne Boulevard as being among "six links, each with a projected LOS D or E" under existing plus project conditions. The DEIR recommended that the project participate with its fair share in the mitigation measures, which include street and off-ramp improvements and intersections signalization. However, the DEIR failed to identify the implementation timing of the proposed mitigation measures. The project participation with its fair share would defer the implementation of the recommended mitigation measures and would result in a short-term significant unmitigable traffic impact. According to the Traffic Impact Study (Appendix B, p 4-4), the project will add 3,020 -1,160 ADT's to Deer Springs Road east and west of I-15 respectively. This increase will result in a LOS F along Deer Spring Road west of I-15. The recommended mitigation, according to the DEIR, would bring the impacted facilities to an acceptable LOS "B." Therefore, we recommend that the proposed mitigation measures be implemented in conjunction with the first phase of development since the impacted links and intersections operate below the acceptable LOS under the existing traffic conditions.

G-1

G-2

Sid Hollins, Mayor
Lori Holt Pfeiffer, Mayor Pro-Tem
Keith Beier
Jerry C. Harmon
June Rady

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San Diego County
DEPT. OF PLANNING & LAND USE

Ms. LeAnn Carmichael
Champagne Gardens Draft EIR
December 8, 1997.
Page 2

The City of Escondido supports the proposed mitigation measures since they will enhance the LOS in accordance with the City of Escondido General Plan Quality of Life Standards, which call for a minimum LOS "C." G-3

Biological Resources: Item B.1.f indicates that the project is an area that provides connectivity between habitat corridors, which is needed for the MHCP (Multiple Habitat Conservation Plan) implementation. G-4
The Biology section of the EIR is out of date as it pertains to the MHCP. The County is not participating in the MHCP. We understand that the County intends to amend the recently adopted MSCP (Multiple Species Conservation Plan) includes the North County unincorporated area at some future date. The summary section (page 3, item B.1.f) and the Biology section (page 65, item 1.c) should be revised to reference the adopted MSCP and the anticipated MSCP amendment for the North County area.

The City of Escondido appreciates being included in the Environmental Review process as well as being notified of the date when the documents will be considered for certification and adoption. If you have any questions or need clarification regarding our comments, please contact Abdul Farrah at (760) 432-4555.

Sincerely,



Charles D. Grimm
Director of Planning and Building

CC: City Council Members
Pat Thomas, Assistant Public Works Director
Barbara Redlitz, Principal Planner

JCC
cc LC/JN



1600 Pacific Highway • Room 452
San Diego, CA 92101 • (619) 531-5400

San Diego Local Agency Formation Commission

Chairman

Harry Mathis
Councilmember,
City of San Diego

Members

Bill Horn
County Board of
Supervisors

Dianne Jacob
County Board of
Supervisors

Lori Howard
Councilmember,
City of Santee

Julianne Nygaard
Councilmember,
City of Carlsbad

Dr. Lillian M. Childs
Helix Water District

Ronald W. Wootton
Vista Fire Protection District

Andrew L. Vanderlaan
Public Member

Alternate Members

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County Board of
Supervisors

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City of Chula Vista

Juan Vargas
Councilmember,
City of San Diego

Bud Pocklington
South Bay Irrigation District

Guy W. Winton III
Public Member

Executive Officer
Michael D. Ott

Counsel
John J. Sansone

December 1, 1997

TO: Jim Chagala, Chief, Current Planning Division (0650)
Department of Planning and Land Use

FROM: Local Governmental Analyst (A216)
Local Agency Formation Commission

SUBJECT: Champagne Gardens Specific Plan: SP 94-002, REZ94-007,
Log No. 94-8-30; SCH# 95101055

Thank you for the opportunity to comment on the above-referenced Draft Specific Plan. As you know, LAFCO is responsible for encouraging the efficient provision of public services and has purview over changes to local government organization and any associated sphere of influence actions. Usually, LAFCO is a responsible agency for environmental review when jurisdictional changes and/or sphere amendments are proposed. Therefore, as a responsible agency, we offer the following comments.

- The document indicates that the entire specific plan area is split among three districts for the provision of water and sewer service. These districts are Rainbow Municipal Water District (MWD), Valley Center MWD, and the Vallecitos Water District (WD). To avoid jurisdictional confusion and duplication of service responsibility, the entire development should be within the boundaries of one district rather than three.

The Draft Specific Plan document acknowledges that the project should be served by one district. Page 3 of Appendix B (Public Facilities Financing Plan) also states that a water study concluded that the Valley Center MWD is best suited to provide both water and sewer services to the specific plan area. To accomplish this goal, a reorganization should be processed by the Local Agency Formation Commission, which would include the following discretionary actions: (1) project territory should be detached from the Rainbow MWD and Vallecitos WD and annexed into the Valley Center MWD; and (2) the Valley Center MWD's sphere of influence should be amended to include all of this annexation territory.

H-1

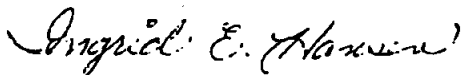
Jim Chagala
December 1, 1997
Page Two

- ▶ Page 14 of this document states that Rainbow MWD currently provides water service to Sub-area 1 and prefers to enter into an agreement to have Valley Center MWD assume all service responsibilities. Retention of the territory within the Rainbow MWD as suggested on page 14 does not appear to be logical based on the information presented in the specific plan document. From LAFCO's perspective, the preferred method of service delivery would be to detach this territory from Rainbow MWD and concurrently annex the site to the Valley Center MWD. As stated on page 14, AB 1335 granted LAFCO purview over contractual or out-of-agency service agreements. However, one of the exceptions to this authority involves contracts or agreements between two or more public agencies. Therefore, if a reorganization involving detachment from Rainbow MWD and annexation to Valley Center MWD is approved by LAFCO, Rainbow MWD would not need to obtain LAFCO approval for a service contract with Valley Center MWD.

H-2

H-3

Should you have any questions or if we may be of any further assistance, please contact me at (S30) 531-5400.



INGRID E. HANSEN
Local Governmental Analyst

IEH:hm

JN/LC

VALLEY CENTER MUNICIPAL WATER DISTRICT

A Public Agency Organized July 12, 1954

29300 Valley Center Road • P.O. Box 67 • Valley Center, CA 92082
(619) 749-1600 • TDD (619) 749-2665 • FAX (619) 749-6478

November 25, 1997

Mr. Jim Nakagawa
County of San Diego
Department of Planning & Land Use
5201 Ruffin Road, Suite B
San Diego, CA 92123-1666

RE: Champagne Gardens Specific Plan (SP94-002) Comments

Dear Mr. Nakagawa:

This is to provide comments to be included in the final documents for the above referenced specific plan.

GENERAL:

The western boundary of VCMWD's service area extends to Champagne Boulevard. The property between Champagne Blvd. and I-15 is located in other districts (i.e. Vallecitos Water District and Rainbow Water District) as indicated in the report submitted by the applicant. As also indicated in the report, joint service agreements with those districts or annexation to VCMWD would be required for VCMWD to provide service to the proposed development. The applicant would be responsible for initiating discussions with these districts and funding all associated costs to complete the joint service agreements or deannexation/annexation proceedings. I-1

POTABLE WATER SUPPLY:

VCMWD has water facilities in an easement east of Champagne Blvd. along most of the Specific Plan Area. The 12" water line comes into the road right-of-way near the south end of the project area and extends south. The pipeline is connected to VCMWD's 967 foot system and supplies high pressure water. The Welk development is served by pressure reducing valves from this system. VCMWD has an adequate water supply for this area for normal uses, and adequate fire protection for the Welk development. Further information is required about fire flows for this project to evaluate whether sufficient quantity is available. It is anticipated that a looped supply system would be required for the intensity and value of the development that is being proposed. This would require offsite improvements to the intersection of George Canyon Road and Champagne Blvd. I-2

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San Diego County
DEPT. OF PLANNING & LAND USE

BOARD OF DIRECTORS:

GARY A. BROOMELL

GEORGE W. ARMSTRONG

ROBERT A. POLITO

C. L. BRIDGES

PAUL G. FELD

SEWER:

As indicated in the report submitted by the applicant, the development can be served by the VCMWD's Lower Moosa Canyon Water Reclamation Facility (LMCWRF). However, as previously indicated, the applicant will need to resolve the joint service agreements or deannexation/annexation proceedings with the other districts. Portions of the proposed development are in Assessment District 93-1 which was formed to fund planning studies for expanding the LMCWRF to 1.0 mgd. As the specific designs for this project are completed and required capacities are determined, financial arrangements must be made for sewer capacity.

I-3

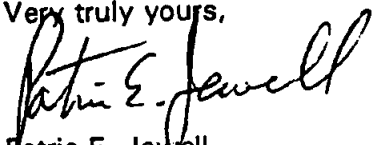
RECYCLED WATER:

VCMWD has a reclaimed water ordinance that requires developments served by the District to use reclaimed water if the development is in an area to be supplied reclaimed water. The VCMWD's ultimate plan for the LMCWRF includes constructing recycled water lines in Champagne Blvd. to the Welk Golf Courses. Thus, recycled water will ultimately be available for this Specific Plan Area. The applicant would be expected to install dual plumbing for landscaping areas suitable for recycled water use. The applicant should coordinate all onsite irrigation plans with the District.

I-4

If you required further information concerning this matter, please contact me.

Very truly yours,



Patric E. Jewell
District Engineer

PEJ:ld



Deer Springs Fire Protection District

8709 Circle "R" Drive
Escondido, California 92026
(619) 749-8001

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DEC 04 1997

December 1, 1997

Jim Nakagawa
Department of Planning and Land Use
5201 Ruffin Road Suite B
San Diego, CA 92123-1666

DEPARTMENT OF PLANNING
AND LAND USE

Regarding Champagne Gardens Specific Plan SP94-002:

This early into the project it is difficult to address specific issues relating to this project. However, the District is concerned that adequate road width and parking is available so as to provide for emergency vehicle access.

J-1

An adequate water supply to provide for fire suppression will be required both during and after construction.

The district can not comment on building requirements without reviewing the submitted plans. This could affect the road widths and water needs as mentioned in the previous paragraphs.

The District is willing to meet with the appropriate individuals to discuss the specific concerns and will attempt to assist in the rapid completion of the project.

If I can be of any assistance, please call me at (760)749-8001.

Sincerely,

Charles R. Maner
Chief Charles R. Maner
Deer Springs Fire Protection District

CRM:JLK

JN/LC

HIDDEN MEADOWS COMMUNITY SPONSOR GROUP

Advisory Group to the San Diego County Board of Supervisors

Mailing Address: 28444 Fallen Tree Lane

Escondido CA 92026

Telephone: (760) 749-6884, Fax: 749-8359

December 15, 1997

Kent Smith
Chair

David Odell
Vice Chair

Caryl Krueger
Secretary

Champagne Gardens Specific Plan
SP 94-002, R94-007, Log No. 94-8-30
DPLU
5201 Ruffin Road, Suite B
San Diego, CA 92123-1666

To whom it may concern:

Sally Brey

Walter de Guehery

Claude Dickinson

Andy Hubbard

Dorothy Steinbeck


Robert Thornton

At the Thursday, December 11 meeting of the Hidden Meadows
Community Sponsor Group, the following motion passed unanimously:

K-1

"to approve the concept of Champagne Gardens."
Motion by de Guehery, second by Odell, approved 7-0

Cordially,


Caryl W. Krueger
Secretary

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DEC 15 1997

San Diego County
DEPT. OF PLANNING & LAND USE

HIDDEN MEADOWS COMMUNITY SPONSOR GROUP

Minutes of meeting: December 11, 1997

(Abbreviations used: HMC=Hidden Meadows covenant, HMA=Hidden Meadows area, RR=Rimrock, CV=Champagne Village, JD=Jesmond Dene, ESC=North Escondido area.)

CALL TO ORDER The meeting was called to order at the Pavilion at 7:05 p.m. by Kent Smith, chair.

ROLL CALL/QUORUM Seven members were present: Sally Brey, Walter de Guehery, Caryl Krueger, David Odell, Kent Smith, Dorothy Steinbeck, and Robert Thornton. Claude Dickinson and Andy Hubbard were excused/absent. A quorum was present. Three representatives for the Champagne Gardens project were present.

MINUTES A motion passed to approve the minutes of September 25. Motion by Brey, second by de Guehery, passed unanimously 7-0.

OPEN FORUM. No comments.

ADMINISTRATIVE ITEMS/CORRESPONDENCE

The Chair explained the use of the reading box, the fact that it is updated about twice weekly, the importance of signing materials out, and how to avoid the appearance of "holding meetings" via materials in the box.

It was noted that Sally Brey and Dorothy Steinbeck have yet to view the training videos.

It was decided to postpone the approval of the bylaws revision until later in the meeting when Laurel Nelson might be present.

PUBLIC REVIEW ITEMS:

SP 94-002, R94-007, Log No., 94-8-30; Champagne Gardens Specific Plan.

Walter de Guehery introduced the project. It was stated that something will be developed on the land so it should be the best possible project and this seems to be it. Speakers were Mark Thompson, Senior Analyst, TRS consultants, Joanne Rodriguez of Rodriguez Associates (PR), and her assistant Amparo Puccini.

Mr. Thompson stated that the project has been slightly downsized. Its visitor/commercial uses will entail seven areas: (illustrated on a plot plan)

1. Motel and mini-mart
2. Administration, parking garage, 1200 seat amphitheater
3. Garden, conservatory, movie theater
4. 250 unit hotel/time share/health club
5. Deer Park Winery area: Bed and Breakfast, Deli, wine cellar, antique car storage.
6. 40 unit motel and restaurant
7. Retail and restaurants

Other related topics discussed were: the adjacent parcel not in the plan, the vision of the founder/developer, road widening (2 lanes with turn lanes).

A motion was made "to approve the concept of Champagne Gardens" Motion by de Guehery, second by Odell, passed unanimously 7-0. The secretary will see that the DPLU has a copy of this action by 4 p.m. Monday the 15th.

INFORMATION ITEMS

A I-15 Rezoning Update.

The chair complimented the committee of Sally Brey, Walter de Guehery, Robert Thornton and Betty Normand for their effective work to defeat the proposed rezoning of part of the I-15 corridor. Walter de Guehery reminded the group to be alert to what is going on in our area. The Group gave a vote of thanks for the work already done.

B General Plan 2020

David Odell reported that the county is on track on this project which is good news since we want our plan updated. The 3.2 million dollar project is part of a three year program with \$500,000 being spent on consultants at present. We are scheduled for August 1998 consideration.

C Light Pole

The street light at the sharp corner of Mountain Meadow Road is currently not operating, possibly because SDG&E haven't pulled the line in as yet. Dorothy Steinbeck will check on when this will be done.

D Brouwer Project

Robert Thornton gave an overview of the proposed parcel changes and rezoning which will be on a later agenda.

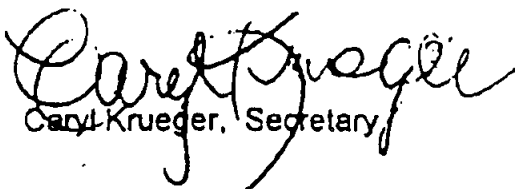
Bylaw Revision

Although Laurel Nelson had not arrived, the Group discussed the proposed bylaws. Matters of interest were the word "Chair" rather than chairman, "he/she" rather than he, membership qualifications, and the absence policy. Robert Thornton will check with a DPLU staff person regarding some of the legal matters.

The Group meeting place will be termed: "The Pavilion" or "The Pavilion at the Meadows Community Center."

ADJOURNMENT AND NEXT MEETING

There being no further business, the meeting adjourned at 8:50 p.m. The next meeting will be at the Pavilion on Thursday, January 22.


Caryl Krueger, Secretary



San Diego County Archaeological Society
Environmental Review Committee

December 7, 1997

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DEC 10 1997

DEPARTMENT OF PLANNING
AND LAND USE

To: Ms. LeAnn Carmichael
Department of Planning and Land Use
County of San Diego
5201 Ruffin Road, Suite B
San Diego, California 92123-1666

Subject: Draft Environmental Impact Report
Champagne Gardens Specific Plan
SP 94-002, R94-007, Log No. 94-8-30

Dear Ms. Carmichael:


I have reviewed the cultural resources aspects of the subject DEIR on behalf of this committee of the San Diego County Archaeological Society.

Based on the information contained in the DEIR and its Appendix G, we concur in the judgement that the project should have no significant impacts on cultural resources and that no mitigation measures are required.

L-1

Thank you for including SDCAS in the County's environmental review process for this project.

Sincerely,


James W. Royle, Jr., Chairperson
Environmental Review Committee

cc: SDCAS President
file

ENDANGERED HABITATS LEAGUE

Dedicated to the Protection of Coastal Sage Scrub and Other Threatened Ecosystems

Dan Silver • Coordinator
8424A Santa Monica Blvd. #592
Los Angeles, CA 90069-4210
TEL/FAX 213-654-1456



Dec. 12, 1997

TRANSMITTED VIA FAX AND U.S. MAIL

LeAnn Carmichael
Dept. of Planning and Land Use
5201 Ruffin Rd., Suite B
San Diego, CA 92123-1666

RE: Draft Environmental Impact Report for Champagne Gardens Specific Plan
(Case# SP94-002, REZ 94-007, Log.# 94-8-30, SCH# 95101055)

Dear Ms. Carmichael:

The Endangered Habitats League (EHL) is an organization of conservation groups and individuals dedicated to ecosystem protection, improved land use planning, and collaborative conflict resolution. EHL serves on the Advisory Committee for the San Diego Multiple Habitat Conservation Program (MHCP), in whose planning area this project falls. We appreciate the opportunity to comment on the above-referenced document.

A fundamental concern is that this project proposes a long list of proposed uses, but does not state which will actually be built. The purpose and need for each use is thus not discussed as fully as would otherwise be the case. What is the justification for each use in terms of need in the community? Which proposed uses might be deleted or scaled back in order to reduce environmental and community impacts? To what extent, if any, is the array of proposed uses a means to maximally increase land values for re-sale rather than initiate actual construction? The proposed re-zoning deserves special scrutiny in these regards.

M-1

Analysis of some impacts and mitigations is deferred to later, "subarea" stages. According to CEQA, all foreseeable impacts must be addressed at the earliest point in time. Please explain how this has occurred.

M-2

While it discusses multiple species planning, the document does not provide an adequate analysis of this property's relationship to regional habitat planning in that it does not show that this site is a not *itself* a core biological areas which needs protection.

M-3

Some biological impacts have not been shown to be mitigated to insignificant levels. For example, regarding the proposed oak tree planting, what evidence is there that the on-site soils and hydrology are suitable for oaks or that the ecological values of the existing oak woodlands will be retained over the long term? If conditions were appropriate for oaks, they would be there already. For each species and habitat impact and proposed mitigation, how is compliance with the Resource Protection Ordinance (RPO) and "Greenbook" Guidelines achieved, including maximal avoidance?

M-4

M-5

Given the generally acknowledged need to provide a 1000 foot minimum width for wildlife corridors (see MSCP Plan), how have impacts to wildlife movement been mitigated to insignificant levels using the narrower widths proposed?

M-6

Regarding coastal sage scrub, what data was used to determine that this is not a large patch of relatively dense coastal sage scrub, and thus not a "high value district" under the NCCP Conservation Guidelines? Also, insufficient evidence has been presented that impacts to gnatcatchers would be reduced to insignificant levels by the fragmented lands proposed as on-site mitigation. Off-site mitigations may be necessary in addition.

M-7

More basically, gnatcatcher-occupied habitat of other than low long-term conservation value should not be lost under interim Habitat Loss Permits. Specifically, how does the coastal sage scrub loss proposed comply with the Service's October 18, 1996 *Reinitiation of Formal Consultation on Implementation of the Special Rule for the Coastal California Gnatcatcher*? Due to higher-than-anticipated interim losses of occupied gnatcatcher habitat, a corrective measure (Reasonable and Prudent Measure 3) was adopted in that consultation. According to this Measure:

M-8

Consistent with the NCCP Conservation Guidelines, the Service shall ensure through the interim special rule project review process that coastal sage scrub impacts authorized during the interim planning period will be limited to areas that have low long-term conservation value to the maximum extent practicable by ensuring the following: (1) no permanent loss or abandonment of gnatcatcher territories occurs within core gnatcatcher populations areas or important habitat linkage areas; however if such loss is unavoidable, impacts shall be mitigated within comparable core gnatcatcher areas; (2) no significant impacts to habitat qualifying as an integral component of a viable regional ecosystem for the gnatcatcher shall occur; and (3) gnatcatcher density or demonstrated persistence, in addition to fragmentation patterns, shall be fully considered in determining a property's long-term conservation value.

Growth-inducing impacts may occur, and should be analyzed in the EIR. Such large commercial uses will generate employees, who will want to live nearby. The commercial uses may also generate a demand for housing from those who would not otherwise live in the area.

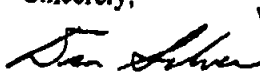
M-9

The alternatives analysis is quite deficient. The purpose of this analysis under CEQA is to present environmentally superior options to decision-makers. Instead, the applicants have proposed a vague 25% reduction in "intensity." There is no attempt to produce a reconfigured or purposefully scaled back project from the current array of scattered development "bubbles." Specific alternatives should be evaluated which a) eliminate specific proposed uses and/or b) consolidate impacts in the least sensitive portion of the site, further avoid sensitive habitats, reduce fragmentation, and create larger, more viable blocks of habitat with a lower surface to area ratio. Just to give one example, why, under CEQA and RPO, have not impacts to over 4 acres of live oak woodlands been avoided, such as by relocation of an access road?

M-10

Thank you for considering these comments.

Sincerely,



Dan Silver,
Coordinator

cc: U.S. Fish and Wildlife Service
Calif. Dept. of Fish and Game

Dec. 12, 1997

TO: Dept. of Planning and Land Use
ATTN: LeAnn Carmichael

FROM: Dan Silver (213-654-1456)

pages incl. cover: 3

RE: Champagne Gardens Specific Plan



H.G. FENTON COMPANIES

7220 TRADE STREET
SUITE 300
POST OFFICE BOX 64
SAN DIEGO, CALIFORNIA 92112

(619) 566-2000
FAX (619) 549-3589

December 15, 1997

LeAnn Carmichael
County of San Diego
Department of Planning and Land Use
5201 Ruffin Road, Suite B
San Diego, Ca 92123-1666

Re: Reference SP 94-002, R94-007, Log No. 94-8-30
Champagne Gardens Specific Plan

Dear Ms. Carmichael

Thank you for the opportunity to provide comments regarding the draft Environmental Impact Report for the Champagne Gardens Specific Plan. Since H.G. Fenton Material Company owns the 501 acres across I-15, we believe it is necessary to comment on this project. The following are our comments to the draft Environmental Impact Report, Technical Appendix B "Traffic Impact Analysis" dated February 1994.

<u>Page</u>	<u>Comment</u>	
Overall	The Traffic Impact Analysis is dated February 1994. County of San Diego "Guidelines for the implementation of the California Environmental Quality Act" (8/91) on page 116 item 3 state: "A previous traffic study for the development under review will only be acceptable if it is less than one year old." Therefore the traffic analysis should be revised and updated to meet this requirement.	N-1
3-2/3-3	Existing street segment traffic counts are based on 1992 traffic data and the existing peak hour intersection volumes are from 1994. As stated in County's CEQA guidelines on page 118 item 6, "All traffic count data must be less than one year old." Therefore, all analysis scenarios that used existing count data are inadequate and should be revised based on data that is less than one year old.	
3-4	The peak hour intersection analysis methodology used was the 1985 Highway Capacity Manual method. This method is out of date. The current methodology is based on the 1994 Highway Capacity Manual procedures. Therefore, the peak hour intersection	N-2

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DEPARTMENT OF PLANNING
AND LAND USE

H.G. FENTON MATERIAL COMPANY
FENTON-WESTERN PROPERTIES, INC.
PRE-MIXED CONCRETE COMPANY
A-I SOILS COMPANY
EAST COUNTY MATERIALS, INC.
WESTERN SALT COMPANY
NORTH COUNTY MATERIALS, INC.



LeAnn Carmichael
Reference SP 94-002, R94-007, Log No. 94-8-30
Champagne Gardens Specific Plan
December 15, 1997
Page 2

analysis is inadequate and should be revised based on the proper procedures of the Highway Capacity Manual.

4-3 &
Figure 4-1

Three cumulative projects are discussed and shown on Figure 4-1. The cumulative or "other projects" assumed for analysis are out of date and should be updated. As an example the Whitewater Canyon Waterpark was not approved by the Board of Supervisors. The list of other projects therefore should be updated based on current information.

N-3

4-6

The computer travel forecast prepared for the project was based on the San Diego Association of Governments (SANDAG) Series 7 methodology. In addition, the year 2010 was assumed for cumulate conditions.

N-4

The current methodology used for computer travel forecasts is the SANDAG Series 8 methodology which also assumes the year 2015. Therefore all new computer travel forecasts based on the current forecast methodology should be required.

5-1

Item 7 of the mitigation measures state 'The project sponsor may be required to contribute finding on a fair-share basis . . . for needed roadway and traffic signal improvements.' What are the "other projects" that need the listed improvements? If the roadway and traffic signal improvements are needed, the improvement should be provided before or concurrent as development occurs. The report is unclear about when the improvements will be provided and who will provide them. The report should be revised to clearly state the responsibility cost and timing for all mitigation improvements.

N-5

Thank you again for the opportunity to comment. Please call me at (619) 536-7561 if you have any questions regarding the above.

Sincerely,

Linda B. Kaufman
Project Manager

**TECHNICAL APPENDICES of the
FINAL ENVIRONMENTAL IMPACT REPORT
for
CHAMPAGNE GARDENS
SPECIFIC PLAN
DPLU Case # SP94-002, REZ 94-007
ENVIRONMENTAL LOG # 94-8-30
SCH # 95101055**

Prepared For: County of San Diego
Contact: Ms LeAnn Carmichael
5210 Ruffin Road, Suite B
San Diego, CA 92123

Applicant: Champagne Gardens Property Owners
1585 Rosecrans Street
San Diego, California 92106

Prepared By: TRS Consultants
7867 Convoy Court, Suite 312
San Diego, CA 92111

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AUG 14 1998
August 1998

San Diego County
DEPT. OF PLANNING & LAND USE

APPENDICES

Appendix A1,	Biological Assessment, Pacific Southwest Biological Services, Inc., April 20, 1994
Appendix A2,	Spring Survey Letter, Vincent N. Scheidt, Biological Consultant, May 30, 1995
Appendix A3,	Review Letter, Ogden Environmental and Energy Services,
Appendix A4,	Focused California Gnatcatcher Field Survey, Vincent N. Scheidt, Biological Consultant, October 21, 1996
Appendix A5,	Focused Survey of Potential Road Widening Impacts Letter, Vincent N. Scheidt, Biological Consultant, January 8, 1997
Appendix A6,	Focused Field Survey of Slope Areas above the Champagne Gardens Site, Vincent N. Scheidt, Biological Consultant, April 29, 1997
Appendix A7,	Focused Arroyo Toad Survey of the Champagne Gardens Site, Vincent N. Scheidt, Biological Consultant, May 7, 1997
Appendix B,	Traffic Impact Analysis, Endo Engineering, February 1994
Appendix C,	Report on a Preliminary Acoustical Study, James C. Berry, March 5, 1994
Appendix D,	Report of Geologic Reconnaissance: Champagne Gardens, Southern California Soil and Testing, Inc., August 8, 1992
Appendix E,	Flooding and Drainage Analysis, Huitt-Zollars, Inc., February 11, 1994
Appendix F,	Public Services Availability Letters
Appendix G,	Cultural Resource Assessment, TMI Environmental Services, January 25, 1992
Appendix H,	Subarea 1 Visual Study, TRS Consultants, December 2, 1996

APPENDIX A1
BIOLOGICAL ASSESSMENT

**BIOLOGICAL ASSESSMENT
OF THE CHAMPAGNE BOULEVARD
SPA PROPERTY NORTH OF ESCONDIDO, CALIFORNIA**

UTM #486,500 mE; 3,677,666 mN; 11; N

Prepared for

TRS Consultants
7867 Convoy Court #312
San Diego CA 92111-1214
Tel (619) 496-2525
Fax (619) 496-2527

Prepared by

Pacific Southwest Biological Services, Inc.
Post Office Box 985
National City CA 91951-0985
Tel (619) 477-5333
Fax (619) 477-1245

20 April 1994



Keith W. Merkel, Vice President

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APPENDIX 1.	FLORAL CHECKLIST OF SPECIES OBSERVED
APPENDIX 2.	ANIMALS OBSERVED OR DETECTED

BIOLOGICAL ASSESSMENT OF THE CHAMPAGNE BOULEVARD SPA PROPERTY NORTH OF ESCONDIDO, CALIFORNIA

Pacific Southwest Biological Services, Inc.
20 April 1994

SUMMARY

An updated biological survey of the 80-acre Champagne Boulevard property south of Moosa Canyon indicated that circumstances are comparatively similar to those reported in the 1991 survey. The cumulative surveys have revealed a site supporting a diversity of habitat types, including good to excellent quality Southern Arroyo Willow Riparian Forest, Coast Live Oak Woodland and Diegan Sage Scrub. Large portions of the property are in various stages of disturbance. The most significant feature of the site is the high quality oak and riparian woodland which occurs along the major drainages of the south fork of Moosa Creek. Sensitive animal species of concern found on-site were the Coronado Skink, Orangethroat Whiptail White-tailed kite, Sharp-shinned Hawk, and Cooper's Hawk. A lone Summer-Holly and several small groups of Engelmann Oaks were the only sensitive plants found on-site.

Diegan Coastal Sage Scrub habitat present along Champagne Boulevard generally appears capable of supporting the federally threatened Coastal California Gnatcatcher. However, a focused survey for this species in early 1994 failed to locate this species within the sporadically distributed tracts of sage scrub in the study area; it was also not observed in 1991.

INTRODUCTION

Biological surveys during 1991 and 1994 of the 80-acre Champagne Boulevard site were conducted by Pacific Southwest Biological Services, Inc. for TRS Consultants of San Diego. The purpose of the survey was to assess the quality of the habitats present, delineate vegetation categories, and compile baseline data on the species of plants and animals inhabiting the site. Particular attention was devoted to the location of any sensitive taxa which may be present on the property. A variety of developments are planned for the site.

Varied land uses occur on the periphery of the property, including a destination resort, residential housing, orchard, agricultural fields, and undeveloped lands still retaining native vegetation. Interstate 15 is situated immediately west of the site.

This patchwork of land uses undermines the biological utility of the site as linkage for other larger blocks of native habitat.

METHODS

The updated biological field work was performed on February 2, 1994 from 0900 to 1230 hours. Weather conditions featured predominantly clear skies with temperatures ranging from 55° to 65° F.; winds were mild at approximately 0-5 mph. The initial biological field work was conducted on July 23, 1991, from 0900 hours to 1200 hours. Weather conditions during the survey were overcast skies clearing to bright sun at approximately 1100 hours. Temperatures ranged from approximately 70° F., upon arriving on the site to 80° F. at 1200 hours. Winds were negligible.

The botanical portion of the surveys were carried out by Craig H. Reiser. All habitats, soil types and slope aspects were surveyed on foot and plant species present were recorded. Vegetation types were delineated on a 1" = 400' topographic map.

The zoological portion of the survey was conducted by Eric R. Lichtwardt. All habitat types were searched and the species of vertebrates observed were recorded. Sensitive taxa were plotted on the project map. Binoculars of 10 x 40 power were used to aid in the identification of species and to survey the habitats. Unobserved species were identified through indirect sign, such as scat, tracks, calls, nests and burrows.

Taped recordings of the California Gnatcatcher (*Polioptila californica*) were used in Diegan Sage Scrub areas to elicit response calls from any individuals of this species that may have been present. Following the initial February 2, 1994 gnatcatcher survey, two additional field examinations were performed under USFWS protocol; on February 22, 1994 by Eric R. Lichtwardt, and on March 8, 1994 by Claude G. Edwards.

Scientific nomenclature used in this report is from the following references: vegetation and habitats, Holland (1986) and Holstein, Jensen and Holland (1990); flora, Beauchamp (1986), Munz (1970), and Hickman (1993); birds, American Ornithologists' Union (1983, 1989); reptiles and amphibians, Collins (1990); and mammals, Jameson and Peeters (1988). Wildlife habitat delineations generally follow Holland (1986), Holstein, Jensen and Holland (1990), and/or Mayer and Laudenslayer (1988).

BIOLOGICAL SURVEY LIMITATIONS

Complete biological inventories of large sites require a larger number of field hours during different seasons as well as nocturnal sampling for some animal groups, such as small mammals. Depending on the season during which the field survey is conducted, amphibians, snakes, many mammals, owls and other nocturnal birds, and annual plants are groups which can be difficult to inventory.

The effects of drought, which have been sporadic but severe in Southern California over the

last several decades, may cause temporary shifts in local distribution of species which may recolonize the site in question when more normal rainfall patterns resume.

Many groups of vertebrates are difficult to find during short-term field surveys. Some, such as migratory or nomadic birds, may be absent from the site while the field work is being conducted. Other species occur in low densities and are easily missed.

However, through literature review, study of museum records, and knowledge of the habitat requirements and distribution patterns of individual species, the probability of a given species being present on a site can often be fairly accurately predicted. Focused surveys to target species groups, such as breeding birds or annual plants, are often required. Species which are declining or have naturally patchy patterns of distribution may not be present in areas of what appears to be suitable habitat. Thus, some habitats must be surveyed at the proper season to determine the status of certain species.

The Champagne Boulevard site has benefitted by both late winter and mid-summer surveys. These two periods allow for an ideal opportunity to assess raptor use of the site and reptile presence, however they do not allow for optimal searches for sensitive spring annuals and bulbous perennials, nor are they optimal for breeding riparian bird species. Nevertheless, it should be noted that this region of the County has few reports for relatively ephemeral, sensitive plants.

LOCATION

The 80 acre site lies between Old Castle Road and Lawrence Welk Resort Village along Old California State Highway 395, San Diego County California. It is located in portions of the southern half of Section 1; and portions of the eastern half of Section 12, Range 3 West, Township 11 South of the USGS 7.5' San Marcos Quadrangle, San Bernardino Base and Meridian (Figure 1). Access to the property is via Old Highway 395.

GENERAL PHYSIOGRAPHY

The project site occupies the floor and lower slopes of the south fork of Moosa Canyon. The site has several relatively low, knobby hills, but major portions of the site are flat with the exception of the steep slopes along the east/central boundary. The property is bisected by Old Highway 395. The highest elevation on the site is located in the southeast corner and is approximately 750 feet. The lowest area of 475 feet is located on the floor of the canyon at the northern boundary of the eastern portion of the site. A variety of soils (Bowman 1973) occur on the site and are mapped accordingly:

Visalia sandy loam, 2-5% slopes
Fallbrook sandy loam, 15-30% slopes
Vista rocky coarse sandy loam, 30-65% slopes
Ramona sandy loam, 5-9% slopes

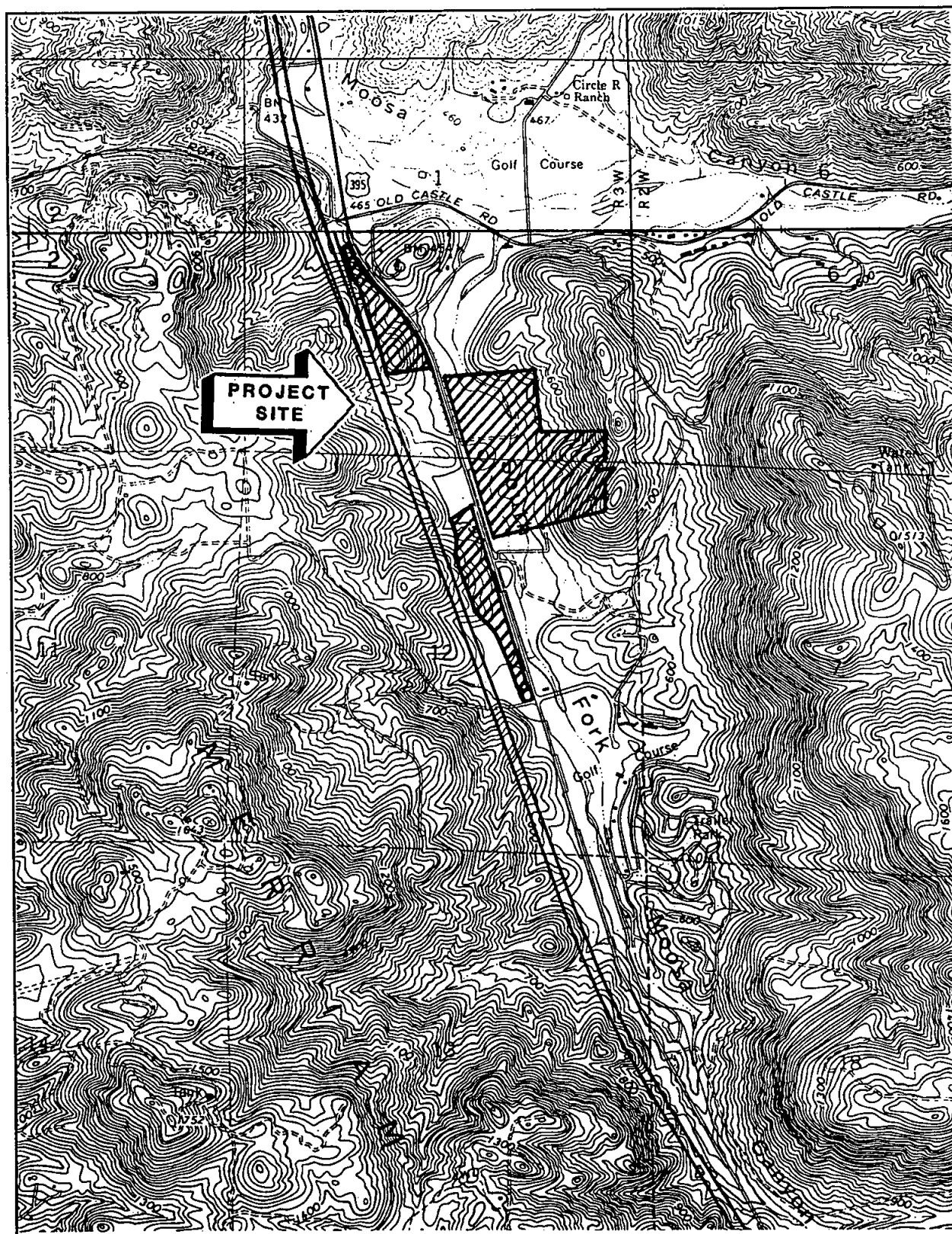


FIGURE 1. PROJECT VICINITY MAP
USGS 7.5' Bonsall and San Marcos Quadrangles



Vista rocky coarse sandy loam, 15-30% slopes
 Cieneba-Fallbrook rocky sandy loams, 30-65% eroded
 Vista coarse sandy loam, 9-15% slopes, eroded
 Cieneba very rocky coarse sandy loam, 30-75% slopes
 Ramona sandy loam, 2-5% slopes

The underlying geology (Rogers 1973) is mapped as Jura-Trias metavolcanic rocks and Mesozoic granitic rocks: granodiorite

BOTANICAL RESOURCES

VEGETATION

Seven vegetation types were delineated in the complex patchwork of habitats on the Champagne site (Figures 2a and 2b). Human associated modifications to native habitats have resulted in many of the irregularities; however, the Coast Live Oak Woodland shows natural discontinuities. Sycamore/Willow Riparian Woodland and Southern Willow Scrub occupy the banks of the south fork of Moosa Creek. Diegan Sage Scrub grows on most of the knolls and low hills with disturbed Annual Grasslands on the flat, comparatively level terrain that has been historically utilized for agriculture and pastureland for horses. One vigorous stand of Scrub Oak Chaparral occurs in the northern portions of the site. Buildings including old homes, a winery, and new commercial structures also occur on-site with some Exotic Plantings (orchard, vineyard, Eucalyptus). Delineation of acreage by habitat is as follows:

VEGETATION TYPE	ACRES
Coast Live Oak Woodland	6.61
Southern Arroyo Willow Riparian Forest	3.47
Southern Willow Scrub	0.97
Diegan Sage Scrub	33.20
Annual Grassland/Disturbed	32.71
Scrub Oak Chaparral	1.97
Exotic Plantings	4.41

Coast Live Oak Woodland (6.61 acres)

Mature Coast Live Oaks (*Quercus agrifolia*) grow in an erratic pattern, generally on the periphery of the riparian woodland and on the slopes below the freeway. Poison-oak (*Toxicodendron radicans* ssp. *diversilobum*) and Giant Rye (*Leymus condensatus*) are common constituents of the understory with species such as Shrubby Phacelia (*Phacelia suffrutescens*), Climbing Bush Penstemon (*Keckiella cordifolia*), and Virgin's Bower (*Clematis ligusticifolia*) seen occasionally. The last mentioned is more typically found at higher elevations in the mountains of San Diego County, and it is usually

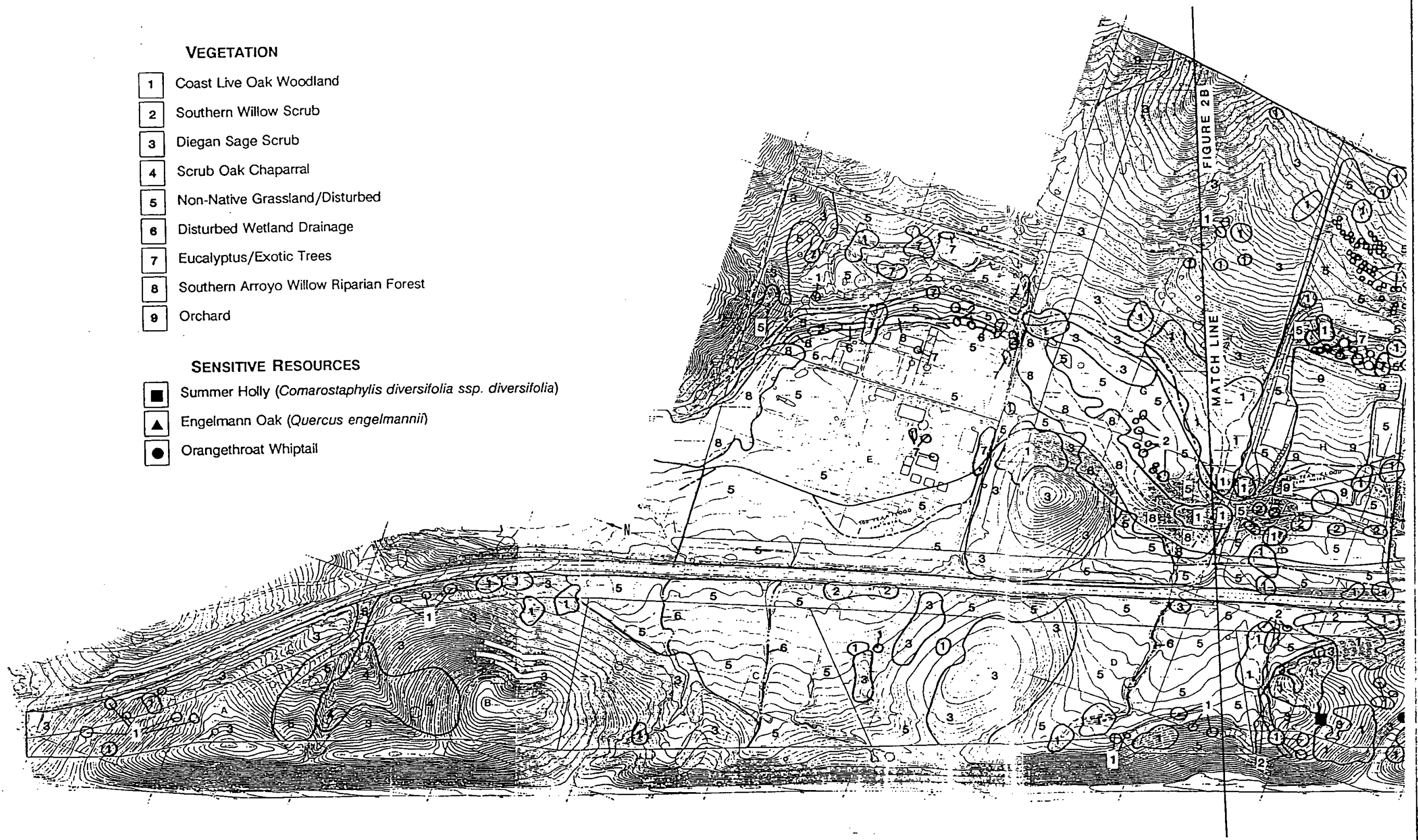
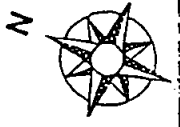
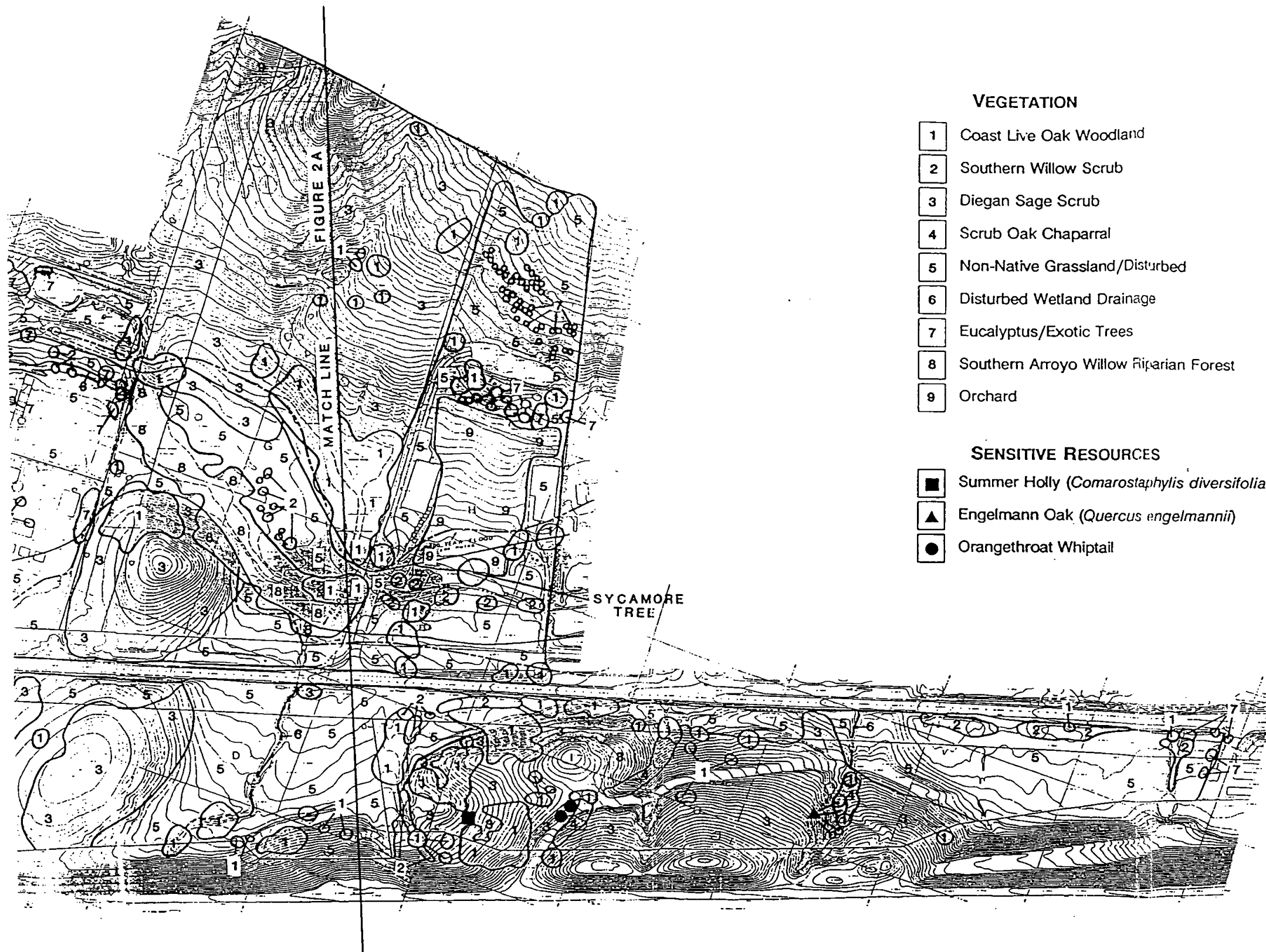


FIGURE 2A.

VEGETATION AND SENSITIVE RESOURCES



1" = 300'



VEGETATION

- 1 Coast Live Oak Woodland
- 2 Southern Willow Scrub
- 3 Diegan Sage Scrub
- 4 Scrub Oak Chaparral
- 5 Non-Native Grassland/Disturbed
- 6 Disturbed Wetland Drainage
- 7 Eucalyptus/Exotic Trees
- 8 Southern Arroyo Willow Riparian Forest
- 9 Orchard

SENSITIVE RESOURCES

- Summer Holly (*Comarostaphylis diversifolia* ssp. *diversifolia*)
- ▲ Engelmann Oak (*Quercus engelmannii*)
- Orangethroat Whiptail

FIGURE 2B.

VEGETATION AND SENSITIVE RESOURCES



1" = 300'

replaced in this region by two related coastal species of this genera.

A lone Summer-Holly (*Comarostaphylis diversifolia* ssp. *diversifolia*) was located on a north-facing slope in oak woodland near the freeway. This sensitive shrub is near the eastern edge of its known range. The quality of the Coast Live Oak Woodland on the property is considered good to excellent. Massive specimen trees concentrated near the creek occur with other age categories, and the limited degradation of the understory are the primary factors in such an analysis.

Southern Arroyo Willow Riparian Forest (3.47 acres)

The arboreal components of the woodland are primarily Goodding Willow (*Salix gooddingii*) with serrated, lance-shaped leaves that are uniformly colored on both dorsal and ventral sides; Lance-leaf Willow (*Salix lasiandra*) with similar, but bicolored leaves; Arroyo Willow (*Salix lasiolepis*) which lacks the leaf serrations; and scattered Western Sycamores (*Platanus racemosa*) which in some cases are extraordinarily large. The deep alluvium, partial shade, and mesic conditions along this southern fork of Moosa Creek apparently provide optimal conditions for sycamores. Mistletoe (*Phoradendron tomentosum* ssp. *macrophyllum*) has parasitized some of these trees, but is not considered a serious problem.

Growing on the floor of the floodplain are such species as Hedge-nettle (*Stachys rigida*), and as a liana, Wild Grape (*Vitis girdiana*). Obligate wetland species are not well developed, with Soft-flag Cat-tail (*Typha latifolia*) sporadic in its distribution on-site, indicating a lack of ponding water.

At the entrance to the winery the wetland understory has been severely curtailed, leaving the larger trees, with a turfed park/picnic area installed. A defined, sandy channel bottom now marks the drainage, but it is sparsely vegetated at this locale.

A second section of disturbed drainage occurs in the vicinity of a horse farm, which on the 1994 inspection was no longer operational. This disturbance is of a less recent origin and is slowly recovering to Southern Willow Scrub.

One interesting species detected was Lastarriaea (*Chorizanthe coriacea*), growing in sandy alluvium in a break between the tree canopy. This species is uncommon in coastal San Diego County and typically is found on the Anza-Borrego Desert and also to the north in portions of western Riverside County that show a desert influence.

Despite the fragmentation of the better quality Sycamore/Willow Riparian Woodland, quality of this habitat is considered excellent based primarily on the maturity and width of the woodland. Opportunities to enhance this stretch of the south fork of Moosa Creek with additional riparian habitat are available at several locales on-site.

Southern Willow Scrub (0.97 acre)

This riparian habitat is not as well developed as the mature woodland that includes Sycamores. In addition, the water resources are generally reduced and the defined channels tend to be narrow, concentrate rainfall run-off, and retain less moisture into the summer months. The willows here are shorter and oftentimes are clustered together, competing for the same space and water resources.

Mule-fat (*Baccharis salicifolia*) is included within this designation. This shrub will pioneer on drainages that are otherwise devoid of riparian vegetation along with Hoary Nettle (*Urtica dioica* ssp. *holosericea*). Growing in meanders and open, sandy locales is Western Ragweed (*Ambrosia psilostachya*).

Willow scrub fronting Old Highway 395, occurs as outlying habitat on the periphery of the riparian woodland, and occupy disturbed portions of the creek. Viewed independently, the biological value of this habitat is considered fair based primarily on human associated impacts; seen as contiguous and interrelated elements of better quality riparian habitat, its value increases.

Diegan Sage Scrub (33.20 acres)

Blocks of sage scrub still persist on the east-facing slope between the freeway and Old Highway 395. Other stands occur on a knoll northwest of the winery, and the steep hillside east of the winery. A surprising amount of plant diversity was found in a minor drainage near the freeway, with numerous dried remnants of annuals, herbaceous perennials, and coiled ferns identified following the July survey. These included Chinese Houses (*Collinsia heterophylla*), Grassland Gilia (*Gilia angelensis*), Parry's Larkspur (*Delphinium parryi*), Miner's Lettuce (*Claytonia perfoliata*), California Maidenhair (*Adiantum jordanii*), and Coast Paint Brush (*Castilleja affinis*). Typically, this mix of plants would be found in a more mesic, better developed shrubland than on the open, relatively xeric slopes where they were noted.

The dominant shrubs of this habitat are indicator species for Diegan Sage Scrub: Coastal Sagebrush (*Artemisia californica*), Flat-top Buckwheat (*Eriogonum fasciculatum*), and Laurel-leaf Sumac (*Malosma laurina*). The biological value of the Diegan Sage Scrub on-site is judged to be fair to good; it is fragmented and not necessarily contiguous with other native vegetation types, but still retains some interesting floristic diversity.

Annual Grassland/Disturbed (32.71 acres)

This highly disturbed habitat characterized by Eurasian grasses and introduced forbs occurs on most of the level terrain outside of the alluvial floodplain. Historical impacts are varied and undoubtedly extend back at least fifty years. Heavily degraded fields, formerly occupied by a horse ranch, feature the noxious Russian-Thistle (*Salsola australis*). Grazing has eliminated all but the most robust of weedy elements.

In general, the Annual Grasslands on the property are so disturbed and limited in their

biological values. Substantial opportunities for development occur between Highway 395 and the freeway, and would trigger only minor biological impacts for the area.

Structures of varying use occur scattered over the study area and include a winery with a separate retail outlet, horse stables, and homes. No attempt was made to census the exotic vegetation planted about these buildings. From a biological standpoint these exotic introductions are of very limited utility for local wildlife, and possess very little intrinsic biological value.

Scrub Oak Chaparral (1.97 acres)

One tract of Scrub Oak Chaparral occurs west of Nelson Way on a predominantly northeast facing slope. Aside from the abundance of Scrub Oak (*Quercus berberidifolia*), Spanish Bayonet (*Yucca schidigera*) with its tall flowering plumes and Spiny Redberry (*Rhamnus crocea*) are present. The last mentioned is a host plant for the sensitive butterfly Hermes Copper (*Lycaena hermes*). Movement through this sclerophyllous vegetation is limited by the dense tangle of understory growth. Several small stands of scrub oak are isolated to the south.

Biological value for this chaparral habitat is considered good based on its very limited historic disturbance and mix of shrubs and herbs. Its isolation from contiguous stands of native habitat limits its biological utility.

Exotic Plantings (4.41 acres)

A small vineyard has been planted near the winery with minor areas of orchard and exotic plantings of Eucalyptus at scattered locales.

FLORA

One hundred eighty-two plant species were detected on the site; 64 of which are non-native elements. Aside from the presence of *Chorizanthe coriacea* previously discussed, all species observed on-site are common in the region in sage scrub, chaparral, or wetlands. An estimated 15% of the flora consists of ephemeral annuals not identified during the July survey date.

ZOOLOGICAL RESOURCES

GENERAL WILDLIFE HABITAT

The project site supports a diversity of habitats ranging from disturbed, relatively barren areas to high quality riparian woodlands. The fact that the site is bisected by a busy highway, Old California Highway 395, decreases the general value of the area for some wildlife species. The six major habitat types present on the property include: Diegan Sage Scrub, Scrub Oak Chaparral, Non-native Grassland/Disturbed, Coastal Live Oak Woodland, Southern Willow Scrub and Eucalyptus/Exotic Trees.

Diegan Sage Scrub (33.2 acres)

The stands of this vegetation which occur on the site are dominated by Flat-topped Buckwheat (*Eriogonum fasciculatum*) and are generally quite low in stature, averaging under three feet. California Sagebrush is uncommon or absent in many areas and annual grasses are abundant. This type of sage scrub does not support a rich vertebrate fauna and during the field work few species of birds were observed in this habitat. The Coastal California Gnatcatcher (*Poliophtila californica californica*) is a bird which is largely restricted to Diegan Sage Scrub: however, in San Diego County, they tend to be most common in stands dominated by California Sagebrush. No gnatcatchers were observed on the site.

Scrub Oak Chaparral (1.97 acres)

A relatively small area of this habitat occurs in the northern portion of the site, west of Highway 395. This scrub land is dominated by evergreen shrubs which tend to be much taller than Diegan Sage Scrub. Several bird species typical of chaparral habitats, including Scrub Oak Chaparral, were observed here. These include Scrub Jay (*Aphelocoma coerulescens*), Wrentit (*Chamaea fasciata*), California Towhee (*Pipilo crissalis*) and Rufous-sided Towhee (*Pipilo erythrophthalmus*).

There are a number of clumps of Spanish Dagger in this habitat. Woodrats often build their large stick nests under clumps of this yucca and various bird species also nest in this plant.

Non-native Grassland/Disturbed (32.71 acres)

These habitats are composed primarily of weedy non-native plants and areas of open ground. Also included here are areas of Non-native mowed grasses, such as lawns. Various species of granivorous birds such as sparrows, finches and doves can be found foraging in weedy or grassy habitats, particularly during the fall and winter months. The California Ground Squirrel (*Spermophilus beecheyi*) is a typical mammal of these two habitats and was common on the site. Raptors such as the Red-tailed Hawk (*Buteo jamaicensis*) often forage over grassland and open disturbed areas; California Ground Squirrels are one of their favored prey items.

Coast Live Oak Woodland (6.61 acres)

Coast Live Oak Woodland occurs primarily along the major drainage on the site as well as along several minor drainages. A number of individual oaks on the site are of massive proportions. Oak woodlands in California are important to a wide variety of wildlife. Block (*et al.* 1990) notes that over 300 species of vertebrates utilize oaks during some phase of their life history. The large stick nests of Dusky-footed Woodrat (*Neotoma fuscipes*) were present in the understory and the droppings of this large, semi-arboreal rodent had accumulated in limb crotches of several of the large oaks. Several birds which are typical of oak habitats were observed on the site including Cooper's Hawk (*Accipiter cooperii*), Acorn Woodpecker (*Melanerpes formicivorus*) and Plain Titmouse (*Parus inornatus*). The large Arboreal Salamander (*Aneides lugubris*) is often associated with live oak woodlands and is probably

present on the site. In addition to those noted above, the oak woodlands on the site are expected to be utilized by many more species of wildlife in this area.

Southern Arroyo Willow Riparian Forest/Southern Willow Scrub (4.44 acres)

These two habitats support similar vertebrate assemblages and are therefore discussed together, although Southern Arroyo Willow Riparian Forest supports larger trees and a denser canopy than willow scrub. Some of the sycamores and Arroyo Willows present on the site are of impressive proportions. Southern Arroyo Willow Riparian Forest and Southern Willow Scrub occur adjacent to and intermixed with Coastal Live Oak Woodland along the major drainage, there was no surface water present at the time of the field work and in places the creekbed had been eroded over 5 feet below the general floodplain level. Riparian areas are utilized by a wide variety of wildlife, and are attractive to many species because of the relatively humid cool microhabitats which the multilayered canopy creates and the abundance of invertebrates which survive as a prey base for many vertebrates. Larger mammals often utilize riparian zones as movement corridors.

Riparian woodlands in Southern California support the most diverse breeding bird faunas of any local habitat and a spring survey of this habitat on the project site would probably reveal a rich assortment of breeding species.

Eucalyptus/Exotic Plantings (4.41 acres)

Eucalyptus trees were introduced into California from Australia and have been a significant part of the Southern California landscape for well over 100 years. Large individual trees and isolated groves are frequently utilized by hawks and owls as nesting and roosting sites. Various species of songbirds including tanagers, warblers and orioles often feed on the nectar provided by the flowers of these trees. A number of large Eucalyptus trees are growing on the site. Various other species of exotic trees occur on the site and are primarily associated with ranch yards or dwellings, or are cultivated in orchards. Depending on the species, these trees can be utilized by numerous migrant or resident birds for nesting or foraging.

AMPHIBIANS

Due to the dearth of surface water, only a limited number of amphibians were found during the field work. Both the Pacific Chorus Frog (*Pseudacris regilla*) and Western Toad (*Bufo boreas*) are inhabitants of the riparian zone. These two anurans are among the most common species of amphibians in San Diego County. The Garden Slender Salamander (*Batrachoseps major*) was found in sage scrub. These small salamanders are frequently found under surface litter after the first heavy rains of winter. The large Arboreal Salamander (*Aneides lugubris*) may occur on the site in the oak woodlands. As with the Garden Salamander, this species is active on the surface during periods of winter rain.

REPTILES

Five species of reptiles were observed during the survey, Western Fence Lizard (*Sceloporus occidentalis*), Orangethroat Whiptail (*Cnemidophorus hyperythrus*), Western Whiptail (*Cnemidophorus tigris*), Coronado Skink (*Eumeces skiltonianus interparietalis*), and Southern Pacific Rattlesnake (*Crotalus viridis*). Many species of reptiles, especially snakes, are secretive and difficult to detect during short term surveys. The three species noted above are all diurnal and typical of cismontane scrub communities in San Diego County. Examples of other species which are expected on the site include Side-blotched Lizard (*Uta stansburiana*), Southern Alligator Lizard (*Elgaria multicarinata*), Gopher Snake (*Pituophis catenifer*), and Common Kingsnake (*Lampropeltis getulus*). The San Diego Horned Lizard (*Phrynosoma coronatum blainvillei*) may also occur in low numbers in areas away from development and human activity.

BIRDS

Forty-nine species of birds were observed on the site (Table 2). Surveys later in the spring would undoubtedly increase significantly the number of bird species recorded as utilizing the site.

Six species of raptors, including Cooper's Hawk, White-tailed Kite (*Elanus leucurus*), Red-shouldered Hawk (*Buteo lineatus*), and Red-tailed Hawk (*Buteo jamaicensis*), were observed on the property. The Cooper's Hawk was an immature individual. This secretive hawk is not expected to nest on the site due to the level of human activity in the area. Both the Red-shouldered and Red-tailed Hawks are common species in San Diego County; the Red-shouldered being primarily a woodland species and the Red-tailed occurring primarily in open habitats. There is a possibility that the Red-shouldered could nest on the site in the oak woodland. During the 1994 site visit two Red-shouldered Hawks were flushed from a copse of oaks; however, no nest could be found.

Examples of typical resident species include Mourning Dove (*Zenaida macroura*), Anna's Hummingbird (*Calypte anna*), Black Phoebe (*Sayornis nigricans*), Scrub Jay, Plain Titmouse, House Wren (*Troglodytes aedon*), Wrentit (*Chamaea fasciata*), California Towhee, House Finch (*Carpodacus mexicanus*) and Lesser Goldfinch (*Carduelis psaltria*). Both the Acorn Woodpecker and Nuttall's Woodpecker (*Picoides nuttallii*) are common residents of woodlands in San Diego County. These two species are important in that they construct holes which, after the woodpeckers have abandoned them, are also utilized by other bird species, such as the Plain Titmouse.

Species such as the Ash-throated Flycatcher (*Myiarchus cinerascens*), Western Kingbird (*Tyrannus verticalis*), Cliff Swallow (*Hirundo pyrrhonota*), Blue Grosbeak (*Guiraca caerulea*) and Hooded Oriole (*Icterus cucullatus*) are present during the spring and summer breeding season, but migrate south during the winter season.

Most of the bird species noted above were found in or near the oak and riparian woodlands of the site, habitats which are undoubtedly the most important resources for the local bird fauna.

MAMMALS

The majority of mammalian species in Southern California are nocturnal and are difficult to detect without trapping. However, a number of species can be detected by finding their tracks, scat, nests or other sign. The diggings of the Broad-footed Mole (*Scapanus latimanus*) were discovered in the flood plain area indicating the presence of this fossorial insectivore. The diurnal California Ground Squirrel was common on the site with most of the individuals being seen in the disturbed open areas.

The large stick nests of the Dusky-footed Woodrat were common in the woodland. Woodrat droppings, which were found around the rock outcropping on the hill next to State Highway 395, probably belong to the Desert Woodrat (*Neotoma lepida*), a species which favors more xeric rocky habitats than the larger Dusky-footed.

A number of other small rodent species are also expected to occur on the site. Desert Cottontail (*Sylvilagus audubonii*) inhabit the scrub habitats as indicated by their abundant droppings.

Several species of bats are expected to forage over the site during the night. The cismontane bat fauna of San Diego County is fairly diverse and it is difficult to predict which species are present.

Coyote (*Canis latrans*) scat was found along several trails, indicating that these medium-sized carnivores forage on the site at least occasionally. The Gray Fox (*Urocyon cinereoargenteus*) also utilizes the site.

SENSITIVE BIOLOGICAL RESOURCES

A number of plant and animal species are considered sensitive because their population levels are declining due to habitat destruction or other human activities. Other species are considered vulnerable because they occur in naturally low densities or have limited geographic ranges. These species may be of primarily local concern, or they may be threatened or endangered throughout their ranges. The status and listing of all sensitive species found on the site and those of possible occurrence are discussed below.

In addition to individual species, a number of habitats or species assemblages are considered sensitive because they serve as critical habitat for species of concern or are declining or being degraded by development or other human activities. These sensitive habitats are discussed below.

SENSITIVE HABITATS

Several regionally sensitive habitats occur at the Champagne site, with the most noteworthy being several impressive wetland canopy trees along the south fork of Moosa Creek. The following are considered by the County of San Diego to be Sensitive Habitat Lands under the Resource

Protection Ordinance:

1. Sycamore/Willow Riparian Woodland: severely declining in Southern California and represented on-site by a mature woodland which features a number of unusually large specimen trees.
- ✓ 2. Southern Willow Scrub: included among the regions, severely declining wetlands. Value is enhanced substantially by its interdigitation with the riparian woodland.
3. Diegan Sage Scrub: another habitat drastically reduced in total acreage, primarily due to past agricultural practices and present urban expansion. This habitat is subject to NCCP sage scrub guidelines given the participation in this statewide process by the County of San Diego.
4. Coast Live Oak Woodland: regionally uncommon and a focus for unusually high wildlife utility.

SENSITIVE PLANTS WHICH OCCUR ON-SITE

Two sensitive plant species occur on the Champagne Boulevard property:

Summer-Holly (*Comarostaphylis diversifolia* ssp. *diversifolia*)

LISTING: CNPS List 1B R-E-D Code 2-2-2 State/Fed. Status -- None
(California Native Plant Society, Smith and Berg 1988)

DISTRIBUTION: San Diego, Orange counties; Baja California, Mexico

HABITAT: Coastal or Cismontane Chaparral

SITE: An odd distribution - isolated large shrubs are scattered across coastal San Diego County. Quite a few sites are known, yet rarely are more than a few specimens found in proximity to each other. A population of 1000 plus shrubs was recently found south of Encinitas Road and just northwest of Montura Road; most of the population was lost to residential grading. At least 1000 shrubs grow on the north slopes of Double Peak in San Marcos; the only well defended major site known. A scattered, healthy population of shrubs occurs on the north-facing slope of Mount Whitney. Reported from a number of stations in the Merriam Mountains; a few were seen near Seal Rock. Limited populations found in La Zanja Canyon and on north-facing slopes near Black Mountain Road, well east of Torrey Pines High School. Isolated shrubs seen near Minnewawa Campground on the lower slopes of Otay Mountain.

STATUS: The few large populations known occur within or near the City of San Marcos and are not being adequately protected. Elsewhere the population is slowly declining.

A single Summer-Holly was located on the property. Given the isolation of this individual shrub, it is considered of limited botanical significance. A few other Summer-Holly may also occur in the vicinity.

Engelmann Oak (*Quercus engelmannii*)

LISTING:	CNPS List 4	R-E-D Code 1-2-2	State/Fed. Status -- None
DISTRIBUTION:	San Diego, Orange and Riverside counties, Santa Catalina Island; Baja California, Mexico		
HABITAT:	Oak Woodland, Chaparral		
SITE:	Relatively abundant in the Echo military sector on Camp Pendleton, in the Santa Margarita Mountains, on the Guejito Ranch, on Ranch Cuca, and near Mesa Grande. Well represented in vicinity of Alpine, as on slopes near South Grade Road. In other areas often very localized. Frequent hybrids with scrub oak often noted in chaparral; typically these individuals are shrub-sized and exhibit much leaf variation.		
STATUS:	Stable		

Four small or immature Engelmann Oaks grow clustered on the slope of a minor drainage near the freeway fill slope. Given their isolation and small sizes, they are of limited biological significance. An additional cluster of small Engelmann Oaks grows just off-site on the southern embankment of a drainage east of an abandoned home and horse farm near the eastern boundary of the study area.

SENSITIVE PLANTS KNOWN FROM THE REGION BUT NOT FOUND ON-SITE

This region has fewer sensitive plant species in comparison to most other areas of San Diego County. *Arctostaphylos rainbowensis* grows in limited numbers in the Merriam Mountains in chaparral; it is very unlikely to occur on the property. *Polygala cornuta* ssp. *fishiae* is occasionally present in deep shade on north-facing hillsides (such as in Moosa Canyon) and is unlikely on-site. *Brodiaea orcuttii* is extremely rare in mesic grasslands in this region. Both *Juncus acutus* and *Artemisia palmeri* are occasionally present in creekbeds in the region. *Nolina cismontana*, a newly defined taxon not yet properly published, occurs in gabbroic soils near Pala. *Chorizanthe procumbens* is occasional in sage scrub and chaparral; it may be present in limited numbers on the steep west-facing slopes on the eastern boundary. *Machaeranthera juncea* has similar requirements and potential for occurrence.

SENSITIVE ANIMAL SPECIES OF VERIFIED OCCURRENCE

Five species of sensitive vertebrates were observed on the site:

Coronado Skink (*Eumeces skiltonianus interparietalis*)

LISTING:	USFWS (1991) - Category 2 CDFG (1992) - Species of Special Concern
DISTRIBUTION:	Found in northwest Baja California, Mexico including Coronado Islands north into Los Angeles County, California.
HABITAT:	Occurs in a variety of habitats including grasslands, sage scrub, and pine-oak forests. Often found beneath logs, leaf litter, and other surface debris.
STATUS:	Limited in range but still common.

This lizard is expected throughout the property in areas of mesic grasslands and in leaf detritus in the riparian understory. Two were observed.

Orangethroat Whiptail (*Cnemidophorus hyperythrus beldingi*)

- LISTING:** USFWS (1989) - Category II
CDFG (1990) - Species of Special Concern
SDHS (1980) - Threatened
SDNGWS (1976) - Species of Local Concern
CITES (1976) - Category II
IUCN (1979) - Rare
- DISTRIBUTION:** Limited; found from southern Orange County, western Riverside and San Diego counties south to southern Baja California, Mexico.
- HABITAT:** Open scrubland with an abundance of termite colonies, the primary food of these lizards.
- STATUS:** Limited distribution; found only in western San Diego County and Baja California, Mexico.

Two individuals of this lizard were found on the site west of Old Highway 395 (Figure 2b). Although no individuals were seen in the sage scrub east of the highway, this lizard is expected here as well. Orangethroat Whiptails also forage along the edges of riparian woodlands and probably are found throughout the flood plain area where the ground is fairly open and natural habitat is intact.

Cooper's Hawk (*Accipiter cooperii*)

- LISTING:** CDFG (1990) - Species of Special Concern
Audubon Blue List (Tate 1986)
- DISTRIBUTION:** Throughout the United States
- HABITAT:** Open woodlands and wood margins
- STATUS:** This hawk has declined throughout California as a breeding species. Remsen (1980) identified habitat destruction in lowland riparian areas as the main threat, as well as direct or indirect human disturbance at nest sites.

An immature individual of this hawk was seen in the oak and riparian area. Although this species is not expected to breed on the site, the oak and willow riparian areas are excellent foraging habitat for Cooper's Hawks. There is a winter influx of Cooper's Hawks into San Diego County, and woodland areas such as those present on the site are important habitat for these wintering birds.

Sharp-shinned Hawk (*Accipiter striatus*)

- LISTING:** CDFG (1992) - Species of Special Concern
- DISTRIBUTION:** Fairly common winter resident in southern California; possibly breeds in northern California.
- HABITAT:** Mixed woodlands.
- STATUS:** Formerly nested in southern California mountain ranges. May possibly nest in the San Jacinto Mountains, although summer sightings are rare, and its breeding status is uncertain.

This winter visitor is expected to regularly hunt the site seasonally. A single hawk was observed.

White-tailed Kite (*Elanus leucurus*)

- LISTING:** CDFG (1992) - Special Animal
CDFG (1991) - Fully Protected
- DISTRIBUTION:** Central Valley and coastal California; extensions north into Oregon and south into northern Baja California, Mexico. Northeastern mainland Mexico populations often extend north into the United States.)
- HABITAT:** Grasslands, agricultural fields, occasionally shrublands of California's coastal valleys and plains. Marshes and grassy bottomlands where large clumps of trees are adjacent to foraging habitat are favored sites for winter roosts.
- STATUS:** The centers of abundance for these raptors in southern California are the coastal valleys and plains of San Diego, Orange, and western Riverside counties, which are the areas which are currently undergoing large-scale and rapid habitat conversion due to residential development. While historic population fluctuations have made their present status difficult to determine, the numbers of breeding individuals are thought to be declining locally in some areas, and wintering populations may be diminishing as well due to loss of winter foraging habitat and roost sites.

This raptor likely hunts the grasslands on-site occasionally. One kite was observed.

SENSITIVE ANIMAL SPECIES OF POSSIBLE OR PROBABLE OCCURRENCE**San Diego Horned Lizard (*Phrynosoma coronatum blainvilliei*)**

- LISTING:** CDFG (1990) - Species of Special Concern
CDFG (1991) - Fully Protected
SDHS (1980) - Endangered
SDNGWS (1976) - Species of Local Concern
Ashton (1976) - Threatened
Bury (1971) - Proposed for classification as protected
Stewart (1971) - Depleted
CITES (1976) - Category II
IUCN (1979) - Depleted
- DISTRIBUTION:** California and Baja California, Mexico
- HABITAT:** Open scrubland and pine/oak woodland
- STATUS:** Depleted due to pet collection and habitat destruction.

There is a possibility that small numbers of this species occur on the site. Horned lizards would be expected in relatively open areas in sage scrub or chaparral where there are colonies of Harvester Ants (*Pogonomyrmex*). Horned lizards, if they still occur at all, are not expected to be common on the site due to the level of human activity in the area and the disturbed nature of much of the habitat.

Northwestern San Diego Pocket Mouse (*Chaetodipus fallax fallax*)

- LISTING:** USFWS (1991) - Category 2
CDFG (1992) - Species of Special Concern
- DISTRIBUTION:** San Onofre north to Claremont, northeast to Banning, then south to Jacumba and on into Baja California to San Quentin, Mexico.
- HABITAT:** Coastal sage scrub.
- STATUS:** Unknown, possibly declining due to extensive urban and agricultural development.

This rodent has a good potential for occurrence in the sage scrub found on-site. However, its presence would not be considered biologically significant.

San Diego Desert Woodrat (*Neotoma lepida intermedia*)

- LISTING:** USFWS (1991) - Category 2
CDFG (1992) - Species of Special Concern
- DISTRIBUTION:** Coastal southern California and Baja California from San Luis Obispo south to San Bernardino Mountains, Redlands, and continuing south through Julian and Dulzura and on into Baja California, Mexico to the Sierra San Pedro Matir. A disjunct population also is reported from the Porterville area in Tulare County.
- HABITAT:** Sage scrub and chaparral, often associated with rock outcrop.
- STATUS:** Unknown, but believed to be declining due to loss of habitat.

This rodent has a good potential for occurrence in the sage scrub found on-site. However, its presence would not be considered biologically significant.

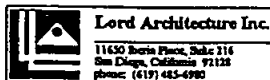
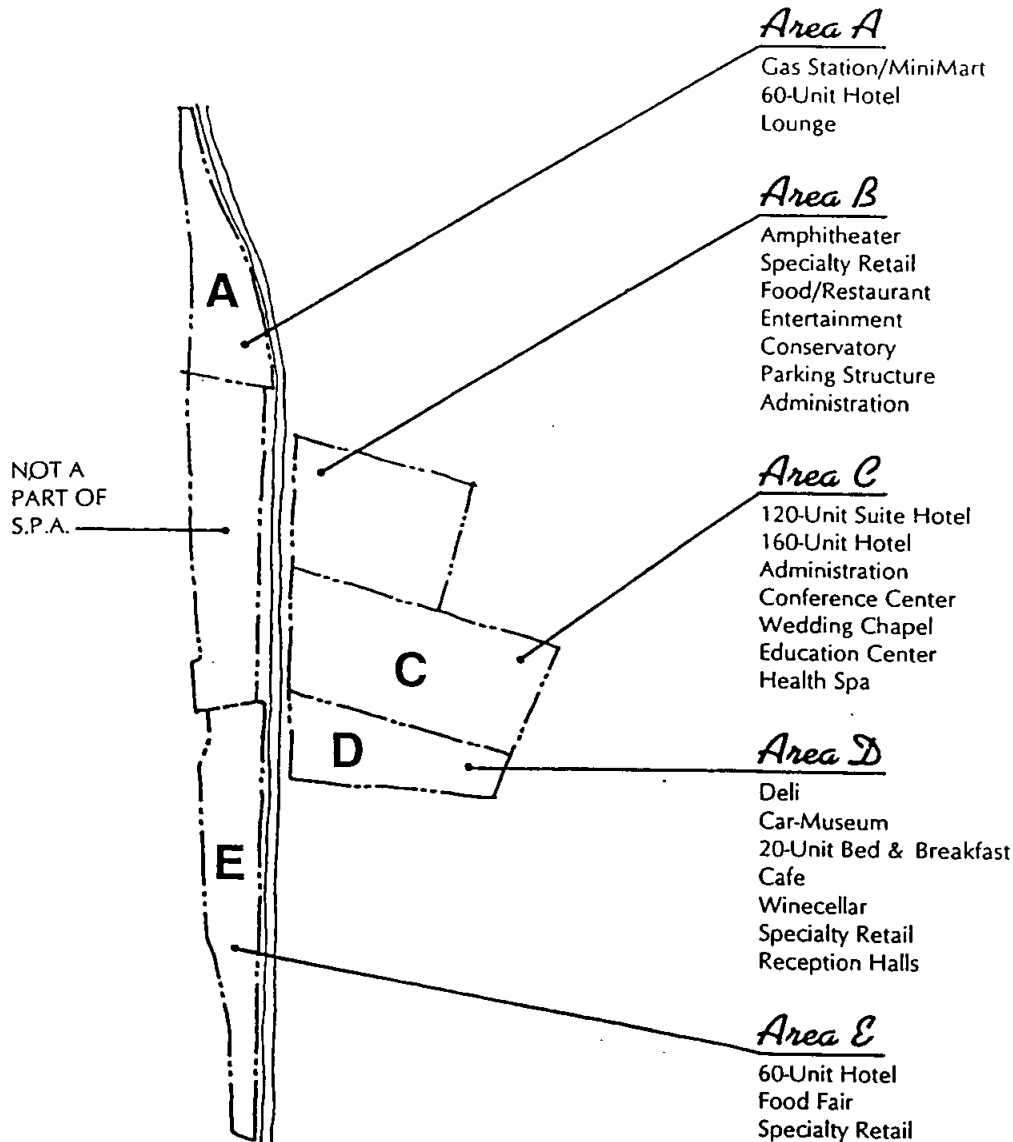
Riparian Birds

A number of riparian breeding birds are considered sensitive. Several of these species are of possible occurrence on the site; including the Least Bell's Vireo (*Vireo bellii pusillus*), Yellow Warbler (*Dendroica petechia*) and Yellow-breasted Chat (*Icteria virens*). Even though the possibility of these species occurring on the site is considered low, a spring breeding bird survey should be conducted to determine the status of these species on the site if development plans potentially impact the wetlands. A spring survey should be conducted during April and/or May when territorial males are singing.

EXPECTED BIOLOGICAL IMPACTS

In order to more appropriately assess impacts to the various development proposals for the site, discussion has been divided into the five potential development areas of the S.P.A. (see Figure 3). The following table summarizes the habitat impacts to each of these five areas, and provides an overview of cumulative impacts. It should be noted that the initial design for the site does not necessarily include all proposed grading impacts and fire buffer clearances.

Champagne Boulevard S.P.A. Building Areas and Parking Provisions



1-5-93

Figure 3. Planning Areas

RESOURCE	AREA A IMPACT ACRES	AREA B IMPACT ACRES	AREA C IMPACT ACRES	AREA D IMPACT ACRES	AREA E IMPACT ACRES	HABITAT IMPACT CUMULATIVE ACRES
Coast Live Oak Woodland	0.04	0.12	1.05	0.16	0.63	2.00
Southern Willow Scrub	0	0.11	0.08	0.02	0.06	0.27
Diegan Sage Scrub	5.79	0.02	8.06	0	6.50	20.37
Scrub Oak Chaparral	1.58	0	0	0	0.26	1.84
Non-native Grassland/Disturbed	1.00	14.22	2.31	0.81	3.67	22.01
Disturbed Wetland Drainage	0	0.03	0	0	0.06	0.09
Eucalyptus/Exotic Trees	0	0.59	0	0.16	0	0.75
Southern Cottonwood/Willow Riparian Forest	0	0.16	0.10	0	0	0.26
Orchard	0	0	0	0.46	0	0.46
Urban	0	0.67	0	1.18	0.62	2.47
Total acres	7.81	15.92	11.6	2.79	11.8	50.52

AREA A

Situated in the northernmost portion of the study area, this locale includes a proposed 60-unit hotel, lounge, and gas station/minimart. The terrain here features a low hill with some rock outcrop, substantial Diegan Coastal Sage Scrub, some Scrub Oak Chaparral, and limited oak woodland. Quality of the habitat is good, and historical disturbance is limited.

Impacts to the Diegan Coastal Sage Scrub (5.79 acres) and a limited loss of Coast Live Oak Woodland (0.04 acre) are considered biologically significant. Several oaks could be impacted by the proposed driveway; sage scrub impacts occur for both the hotel and the gas station.

AREA B

This locale, predominantly low-lying terrain, incorporates a sizeable area which was formerly utilized to raise horses. As a result, much of it is historically disturbed. Nevertheless, the site's primary creek loops through the eastern portion of Area B, and the substantial development design here will entail significant impacts.

Planned for this area are an amphitheater and conservatory, along with specialty shops (including possible restaurants), a parking structure, and an administration building.

Sage scrub impacts are limited to approximately 0.02 acre; the sage scrub in Planning Area B is restricted. Riparian impacts which are biologically significant are losses of 0.16 acre of Southern Cottonwood/Willow Riparian Forest, 0.11 acre of Southern Willow Scrub, 0.12 acre of Coast Live Oak Woodland, and 0.03 acre of Disturbed Wetland. Particularly within the better quality riparian habitat near the property line on the north, impacts to breeding riparian birds could be significant. No recent data are available for breeding riparian birds along this creek.

Primary impacts from proposed development here center around the planned parking area and its numerous crossings of the creek.

AREA C

This locale retains a majority of the study area's high quality riparian habitat and has a number of massive, mature Coast Live Oaks within the oak woodland. A small knoll with sage scrub is situated near the highway, while additional sage scrub occurs on the steep, eastern slopes.

Provisionally planned for this area are two hotels with administration buildings, a conference center, wedding chapel, education center, and health spa.

Significant biological impacts include 8.06 acres of Diegan Coastal Sage Scrub, 1.05 acre of Coast Live Oak Woodland, 0.10 acre of Southern Cottonwood/Willow Riparian Forest, and 0.08 acre of Southern Willow Scrub.

Possible hydric soils and low-lying topography immediately east of the riparian forest indicate that this locale scheduled for one of the hotels may pose wetland constraint issues despite the disturbed grasslands here at present. A wetlands delineation would be necessary to define jurisdictional boundaries.

Development design here also poses potential impacts to sensitive riparian breeding birds due to the proximity of structures to the riparian habitat, as well as the direct impacts to portions of this habitat. Most of the riparian impacts are associated with the western hotel, while the eastern hotel incorporates most of the sage scrub impacts.

AREA D

Unlike the other focus areas, Area D is presently heavily disturbed and incorporates several existing developments including a winery and small orchard. The creek is heavily disturbed and has very limited wetlands elements still present.

Potential significant impacts are limited to 0.02 acre of Southern Willow Scrub and 0.16 acre of Coast Live Oak Woodland. However, it should be noted that oaks potentially impacted are presently situated on the periphery of recently constructed existing buildings, and may not be further affected. The willows are vestigial elements along the creek and may also not be scheduled for removal. If so, Area D may not include any potentially significant impacts.

AREA E

This locale includes hilly terrain abutting the freeway with some sizeable stands of Southern Willow Scrub. Also present here is Diegan Coastal Sage Scrub dominated by Flat-topped Buckwheat.

Proposed development is a 60-unit hotel, a food fair, and specialty retail outlets.

Significant biological impacts are varied and include loss of 6.50 acres of Diegan Coastal Sage Scrub, 0.63 acre of Coast Live Oak Woodland, 0.06 acre of Southern Willow Scrub, and 0.06 acre of

Disturbed Wetland drainage.

Impacts are primarily associated with the hotel, which is situated in an area predominantly of sage scrub; the oak woodland is situated to the immediate north of the hotel and is directly impacted by the parking. Found within this focus area are several small Engelmann Oaks and a lone Summer Holly. Loss of these resources is considered of very limited biological significance.

ADDITIONAL IMPACTS

As mentioned, impacts to breeding riparian birds cannot be assessed without focused seasonally dependant studies. Included here are possible impacts to Willow Flycatcher, Yellow Warbler, and while unexpected but still potentially present, the Least Bell's Vireo. Additional impacts to upland mammals, birds, and reptile species such as the Orangethroat Whiptail are not seen as cumulatively significant. This assessment is predicated on the level of disturbance already present on and immediately surrounding the site, such as the situation of Areas A and D in a narrow strip between the old highway and the freeway, as well as the high level of existing disturbance of native upland habitats in Areas B and D.

Loss of habitat is cumulatively significant across individual planning area project boundaries as it regards Diegan Coastal Sage Scrub (potential loss of 20.37 acres) and Coast Live Oak Woodland (potential loss of 2.00 acres). Also of concern is the cumulative degradation of the existing riparian habitat.

SUMMARY OF KEY IMPACTS

The varied projects proposed for the site will lead to significant, but from a biological perspective, mitigable loss of sage scrub to this region of the County. Under the present NCCP participation by the County of San Diego in sage scrub conservation efforts, loss of such a substantial area of sage scrub (i.e., 20.37 acres) would require mitigation and concurrence from the California Department of Fish and Game and the U.S. Fish and Wildlife Service. Impacts to oaks and riparian habitat may not be locally mitigable without on-site redesign (see following Recommendations section). Impacts to sensitive plant and animal resources known to occur on the properties are considered limited and mitigable; with the possible exception of as yet unknown impacts to breeding riparian birds. Wetlands impacts are mitigable but would require a detailed wetlands analysis to calculate impacts under existing state and federal regulatory requirements pursuant to section 1600 et seq of the California Fish and Game Code and sections 401 and 404 of the Clean Water Act.

RECOMMENDATIONS TO REDUCE BIOLOGICAL IMPACTS

Recommendations are assessed for areas A through E. Focus is on recommendations to conserve significant habitat on-site and redesign to avoid specific locales. Cumulatively, the loss of sage

scrub will still be significant and likely warrant off-site mitigation efforts in order to meet projected San Diego County criteria under the NCCP guidelines for sage scrub conservation.

AREA A

The hotel and mini-mart planned for this area currently focuses development on areas of non-native grasslands and chaparral, which lack the regional sensitivity of the sage scrub. The entrance driveway should be precisely designed to avoid oaks. A grading plan to minimize sage scrub impacts is strongly recommended, particularly along the southern boundary where additional off-site habitat is contiguous. Sage scrub outside of the development envelope to the south of the hotel, as well as to the north of the mini-mart, should be placed into dedicated biological open space. Off-site mitigation of sage scrub, either through 1:1 replacement purchase of better quality habitat, or via revegetation is recommended to meet NCCP/ Rule 4(d) guidelines.

AREA B

Significant impacts to this area are primarily situated around the creek. The block of Southern Cottonwood/Willow Riparian Woodland in the north should be placed outside of the development design with an approximately fifty-foot buffer designated as biological open space. The more degraded riparian scrub to the south should be consolidated and enhanced, with crossings of the creek into the parking area for the amphitheater limited to one or two larger entrances (rather than the five crossings shown). These crossings will require a Streambed Alteration Agreement in accordance with section 1603 of the California Fish and Game Code and a Clean Water Act Section 404 permit.

As mentioned, consolidation could include revegetation and enhancement of riparian resources to mitigate the fewer crossings which are eventually utilized.

AREA C

Development in this area would cause the most significant impacts due to the high intensity of site alteration caused by construction of the hotels. Steep slopes with sage scrub east of the proposed development should be placed into dedicated biological open space.

Construction of the eastern hotel may be viable from a biological perspective with impacts limited primarily to the sage scrub; nevertheless, an access route which avoids substantial impacts to oaks is recommended.

The western hotel is deeply "embedded" within the narrow tract of disturbed grasslands between the high quality riparian woodlands and the oak woodlands (see 1" = 100' project map with vegetation overlay). The level of construction associated with this development would likely result in very significant impacts which would be difficult to mitigate locally. The proximity of the structures of the hotel to the tree canopy, as well as the substantial traffic and activities of the numerous patrons of this hotel could be anticipated to severely degrade the existing conditions for avian wildlife. It

should be noted here that a number of the oaks within this woodland are unusually large and underscore the full maturity of this habitat.

It is recommended that the locale for the western hotel within this study area be reconsidered. The disturbed grasslands where this development is proposed may contain hydric soils and a high water table, despite the relatively disturbed vegetation. A wetlands delineation would be useful in further defining this issue. Substantial secondary impacts from siltation and erosion may occur with development so closely intertwined with the existing woodland.

This locale does have considerable potential to mitigate wetland impacts throughout the entire study area (i.e., A-E). The elliptical area including the Coast Live Oak Woodland to the west, and the Southern Cottonwood/Willow Riparian Forest (and its adjacent knoll) to the west, should all be considered as the focus of preservation for the entire site's remaining native habitat. Quality and significance of this riparian/oak habitat is considered to be of far greater biological importance than the sage scrub upslope to the east.

Off-site mitigation of sage scrub, either through 1:1 replacement purchase of better quality habitat or through revegetation, is recommended to meet NCCP/ Rule 4(d) guidelines.

AREA D

This area is already substantially disturbed. All recommendations here focus on the retention of mature Coast Live Oaks as amenities to the existing development and any future building construction.

Opportunities for wetland enhancement occur along the severely disturbed creekbanks near the highway.

AREA E

Impacts from the hotel can be ameliorated by placing the parking to the south or west, and avoiding the higher quality habitat associated with the oak woodlands in the north of Area E. This northern area constitutes the best remaining habitat in Area E (i.e., north of the building site) and is recommended for biological open space. The lone Summer Holly shrub occurs in this area; small Engelmann Oaks within Area E do not appear to be within an area proposed for development.

Off-site mitigation of sage scrub, either through 1:1 replacement purchase of better quality habitat or through revegetation, is recommended to meet NCCP/ Rule 4(d) guidelines.

ADDITIONAL RECOMMENDATIONS

The "not a part" lands between Areas A and E and just east of the freeway retain extensive disturbed grasslands which if purchased, could be utilized through revegetation to sage scrub, to mitigate losses of sage scrub in other focus areas. If these lands were available for this purpose, sage scrub could be consolidated into one extensive block from south of the hotel in Area A to north of

the hotel in Area E; and this area tied to a block of sage scrub and riparian woodland on the western portion of Area C (i.e., minus the western hotel in Area C). Such an open space arrangement could result in higher quality habitat than is presently extant, and if properly designed as open space, could serve as both a "picturesque" view for the peripheral hotels, and an area which retains significant wildlife utility.

FOCUSED SURVEYS

Sensitive Riparian Breeding Birds

Impacts to sensitive riparian breeding birds could not be fully assessed during the late winter field work, nor were there surveys involved under the scope of the biological survey. Focused surveys are recommended if impacts are proposed for areas of riparian woodland. The optimal time for beginning these surveys is generally mid-April.

Wetlands Delineation

It is anticipated that any new road crossings of the site's primary creek, or additional construction activities within the creek, will require agency permitting. Please see Appendix 4 for a listing of agency wetlands criteria.

In addition, the level of development in Areas B and C near the creek indicates a wetlands delineation is warranted to more precisely assess wetlands impacts; wetlands extant on site may include areas not presently retaining riparian associated vegetation.

SUMMARY OF KEY RECOMMENDATIONS

The focus of overall on-site protection should be the oak and riparian habitat in Area C, the continuation of the creek in Area B, and the oak woodland in the northern portion of Area E. Sage scrub is already "piecemeal" in its distribution within the planning area. Although Coastal California Gnatcatchers could potentially take up residence on a number of the extant sage scrub hillsides in this planning area, their present absence and the local dominance of Flat-top Buckwheat with limited Coastal Sagebrush in many of these areas does not support a contention that these fragmented areas of sage scrub are significant gnatcatcher habitat. Gnatcatchers have been recorded in Gopher Canyon/Moosa Canyon to the north, but this region of the County is not known to harbor many sizeable populations of the species.

Grading of sage scrub should be minimized within the planning area, but off-site purchase, enhancement, and creation of better quality habitat is recommended to cumulatively mitigate sage scrub.

APPENDIX 1
FLORAL CHECKLIST OF SPECIES OBSERVED

APPENDIX 1. FLORAL CHECKLIST OF SPECIES OBSERVED AT THE CHAMPAGNE BOULEVARD SITE

HABITAT	C = Scrub Oak Chaparral	D = Diegan Sage Scrub
	G = Annual Grassland	L = Coast Live Oak Woodland
	S = Sycamore Willow Riparian Woodland	W = Southern Willow Scrub
	X = Disturbed	

HABITAT

CRYPTOGAMS

FERNS

Adiantaceae

- Adiantum jordanii* K. Muell. California Maidenhair
Pellaea mucronata (D.C. Eaton) D.C. Eaton Bird's Foot Cliff-Brake
Pityrogramma triangularis (Kaulf.) Maxon var. *triangularis* California Goldenback Fern

D
D
D

Aspidiaceae

- Dryopteris arguta* (Kaulf.) Watt Coastal Woodfern

L

SPIKE-MOSSES

Selaginellaceae

- Selaginella bigelovii* Underw. Common Spike-Moss

D

GYMNOSPERMS

Cupressaceae

- * *Juniperus communis* var. *depressa* Pursh. Prostrate Juniper

X

Pinaceae

- * *Pinus* sp. Pine

X

DICOTYLEDONS

Aizoaceae - Carpet-weed Family

- * *Carpobrotus edulis* (L.) Bolus Hottentot-Fig

X

Amaranthaceae - Amaranth Family

- Amaranthus albus* L. Tumbleweed

G,X

Anacardiaceae - Sumac Family

- Malosma laurina* (Nutt.) Nutt. ex Abrams Laurel-Leaf Sumac
Rhus trilobata var. *pilosissima* Engler in DC. Pubescent Basket Bush
 * *Schinus molle* L. Pepper-tree
Toxicodendron radicans ssp. *diversilobum* (T. & G.) Thorne Poison-Oak

D,C
C
X
L

Apiaceae - Carrot Family

- * *Apium graveolens* L. Celery
 * *Foeniculum vulgare* Mill. Sweet Fennel
Sanicula crassicaulis Poepp. ex DC. Broad-leaf Sanicle

S
X
D

Asteraceae - Sunflower Family

- Acourtia microcephala* DC. Sacapellote, Purpleheads
Ambrosia psilostachya DC. var. *californica* (Rydb.) Blake Western Ragweed

C
W

APPENDIX 1. FLORAL CHECKLIST OF SPECIES OBSERVED AT THE CHAMPAGNE BOULEVARD SITE (CONTINUED)

	HABITAT
<i>Artemisia californica</i> Less. California Sagebrush	D
<i>Artemisia douglasiana</i> Bess. in Hook. Mugwort	S
<i>Artemisia dracunculula</i> L. Dragon Sagewort	W
<i>Baccharis pilularis</i> ssp. <i>consanguinea</i> (DC.) C.B. Wolf Coyote Brush	S
<i>Baccharis salicifolia</i> Pers. Mule Fat	L,W
* <i>Bellis perennis</i> L. Daisy	X
<i>Brickellia californica</i> (T. & G.) Gray California Brickellbush	D
<i>Calycadenia tenella</i> (Nutt.) T. & G. Rosinweed	D
* <i>Carduus pycnocephalus</i> L. Italian Thistle	G
* <i>Centaurea melitensis</i> L. Tocalote	D,G,X
<i>Chaenactis glabriuscula</i> var. <i>tenuifolia</i> (Nutt.) Hall San Diego Pincushion	D
<i>Cirsium californicum</i> Gray California Thistle	D
* <i>Conyza bonariensis</i> (L.) Cronq. Flax-Leaf Fleabane	X
* <i>Conyza canadensis</i> (L.) Cronq. Horseweed	D
<i>Corethrogyne filaginifolia</i> var. <i>virgata</i> (Benth.) Gray Virgate Cudweed-Aster	D
<i>Erigeron foliosus</i> var. <i>stenophyllus</i> (Nutt.) Gray Leafy Fleabane	D
<i>Eriophyllum confertiflorum</i> (DC.) Gray var. <i>confertiflorum</i> Golden-Yarrow	D
<i>Filago californica</i> Nutt. California Filago	D
* <i>Gnaphalium luteo-album</i> L. Everlasting	G
<i>Gnaphalium beneolens</i> Davids. Fragrant Everlasting	D
<i>Gnaphalium californicum</i> DC. California Everlasting	D
<i>Hazardia squarrosa</i> ssp. <i>grindelioides</i> (DC.) Clarke Sawtooth Goldenbush	D
<i>Hemizonia fasciculata</i> (DC.) T. & G. Fascicled Tarweed	D,G
<i>Heterotheca grandiflora</i> Nutt. Telegraph Weed	G,X
* <i>Hypochoeris glabra</i> L. Smooth Cat's-ears	G,D
<i>Isocoma menziesii</i> (Hook. & Arn.) Newsom	D
* <i>Lactuca sativa</i> L. Prickly Lettuce	X
* <i>Lactuca serriola</i> L. Prickly Lettuce	G
<i>Lagophylla ramosissima</i> Nutt. Hareleaf	D
<i>Lasthenia californica</i> DC. ex Lindley Goldfields	D
<i>Layia platyglossa</i> ssp. <i>campestris</i> Keck Common Tidy-tips	D
<i>Microseris lindleyi</i> (DC.) Gray Silver Puffs	D
* <i>Picris echioides</i> L. Bristly Ox-tongue	X
* <i>Senecio vulgaris</i> L. Common Groundsel	X
* <i>Sonchus asper</i> (L.) Hill Spiny-Leaf Sow-Thistle	X
* <i>Sonchus oleraceus</i> L. Common Sow-Thistle	X
<i>Stephanomeria virgata</i> Benth. ssp. <i>virgata</i> Virgate Wreath-Plant	G
* <i>Xanthium strumarium</i> var. <i>canadense</i> (Mill.) T. & G. Cocklebur	W
Boraginaceae - Borage Family	
<i>Amsinckia intermedia</i> F. & M. Rancher's Fiddleneck	D,G
<i>Cryptantha intermedia</i> (Gray) Greene Nievitas	D
<i>Heliotropium curvassavicum</i> var. <i>oculatum</i> (Heller) Jtn. Salt Heliotrope	W
<i>Plagiobothrys californicus</i> (Gray) Greene California Popcornflower	D
Brassicaceae - Mustard Family	
* <i>Brassica geniculata</i> (Desf.) J. Ball Short-pod Mustard	X
<i>Lepidium nitidum</i> Nutt. Pepper-grass	D
* <i>Nasturtium officinale</i> R. Br. White Water-Cress	S
* <i>Raphanus sativus</i> L. Wild Radish	X
* <i>Sisymbrium irio</i> L. London Rocket	X
<i>Thysanocarpus curvipes</i> Hook. Hairy Lacepod	D
Caprifoliaceae - Honeysuckle Family	
<i>Lonicera subspicata</i> var. <i>denudata</i> Rehd. San Diego Honeysuckle	D
<i>Symphoricarpos mollis</i> Nutt. in T. & G. Snowberry	L

APPENDIX 1. FLORAL CHECKLIST OF SPECIES OBSERVED AT THE CHAMPAGNE BOULEVARD SITE (CONTINUED)

	<u>HABITAT</u>
Caryophyllaceae - Pink Family	
* <i>Stellaria media</i> L. Chickweed	L
Chenopodiaceae - Goosefoot Family	
* <i>Atriplex canescens</i> (Pursh)Nutt. ssp. <i>canescens</i> Four-wing Saltbush	G
* <i>Atriplex semibaccata</i> R. Br. Australian Saltbush	X
* <i>Chenopodium album</i> L. Lamb's Quarters	X
* <i>Chenopodium ambrosioides</i> L. Mexican-Tea	S,X
<i>Chenopodium berlandieri</i> Moq. Goosefoot	L
* <i>Salsola australis</i> R. Br. Russian-thistle	G,X
Cistaceae - Rock-Rose Family	
* <i>Cistus villosus</i> L. Purple Rock-Rose	X
Convolvulaceae - Morning-Glory Family	
<i>Calystegia macrostegia</i> ssp. <i>tenuifolia</i> (Abrams)Brummitt Narrow-leaf Morning-Glory	D
* <i>Convolvulus arvensis</i> L. Field Bindweed	G
<i>Cuscuta californica</i> H. & A. Witch's Hair	D
Crassulaceae - Stonecrop Family	
<i>Dudleya pulverulenta</i> (Nutt.)Britt. & Rose Chalk-lettuce	D
Cucurbitaceae - Gourd Family	
<i>Cucurbita foetidissima</i> HBK. Calabazilla	G
<i>Marah macrocarpus</i> (Greene)Greene Manroot, Wild-Cucumber	D
Ericaceae - Heath Family	
<i>Comarostaphylis diversifolia</i> (Parry)Greene Summer-Holly	L
Euphorbiaceae - Spurge Family	
<i>Chamaesyce polycarpa</i> (Benth.)Millsp. in Parish var. <i>polycarpa</i> Small-seed Sandmat	D
<i>Eremocarpus setigerus</i> (Hook.)Benth. Doveweed	G
Fabaceae - Pea Family	
<i>Lathyrus vestitus</i> Nutt. var. <i>alefeldii</i> (white) Isley	D
<i>Lotus purshianus</i> (Benth.)Clem. & Clem. Spanish-Clover	G
<i>Lotus scoparius</i> ssp. <i>brevialatus</i> (Ottley)Munz Deerweed	D
<i>Lotus strigosus</i> (Nutt. in T. & G.)Greene var. <i>strigosus</i> Bishop's Lotus	D
<i>Lupinus bicolor</i> ssp. <i>microphyllus</i> (Wats.)D. Dunn Lupine	D,G
<i>Lupinus excubitus</i> var. <i>hallii</i> (Abrams)C.P. Sm. Bush Lupine	G
* <i>Melilotus albus</i> Desr. White Sweet Clover	W
Fabaceae - Pea Family (continued)	
* <i>Melilotus indicus</i> (L.)All. Indian Sweet Clover	G
* <i>Trifolium hybridum</i> L. Clover	G
<i>Trifolium tridentatum</i> Lindl. var. <i>tridentatum</i> Tomcat Clover	D
Fagaceae - Oak Family	
<i>Quercus agrifolia</i> Neé var. <i>agrifolia</i> Coast Live Oak	L
<i>Quercus berberidifolia</i> Liebm. Nutt. Scrub Oak	C
<i>Quercus engelmannii</i> Greene Mesa Blue Oak, Engelmann Oak	C
Geraniaceae - Geranium Family	
* <i>Erodium brachycarpum</i> (Godr.)Thell. Short-beak Filaree	X
* <i>Erodium cicutarium</i> (L.)L'Hér. Red-stem Filaree	D,G,X
* <i>Erodium moschatum</i> (L.)L'Hér. White-stem Filaree	X

APPENDIX 1. FLORAL CHECKLIST OF SPECIES OBSERVED AT THE CHAMPAGNE BOULEVARD SITE (CONTINUED)

	<u>HABITAT</u>
Hydrophyllaceae - Waterleaf Family	
<i>Eucrypta chrysanthemifolia</i> (Benth.) Greene var. <i>chrysanthemifolia</i> Eucrypta	D
<i>Phacelia suffrutescens</i> (Parry) Const. Shrubby Phacelia	L
Lamiaceae - Mint Family	
* <i>Marrubium vulgare</i> L. Horehound	G,X
<i>Salvia apiana</i> Jeps. White Sage	D
<i>Salvia columbariae</i> Benth. Chia	D
<i>Salvia mellifera</i> Greene Black Sage	D
<i>Stachys rigida</i> (Heller) Epl. Hedge-Nettle	S
Malvaceae - Mallow Family	
<i>Malacothamnus fasciculatus</i> (Nutt.) Greene var. <i>fasciculatus</i> Mesa Bushmallow	D
* <i>Malva parviflora</i> L. Cheeseweed	X
Myrtaceae - Myrtle Family	
* <i>Eucalyptus</i> sp. Eucalyptus	X
Nyctaginaceae - Four-O'Clock Family	
<i>Mirabilis californica</i> Gray Wishbone Plant	D
Onagraceae - Evening-Primrose Family	
<i>Camissonia bistorta</i> (Nutt. ex T. & G.) Raven. Southern Sun-cup	D
<i>Clarkia purpurea</i> ssp. <i>viminea</i> (Dougl. in Lindl.) Lewis & Lewis Large Clarkia	D
<i>Oenothera elata</i> ssp. <i>hirsutissima</i> (Gray ex Wats.) Dietrich Great Marsh Evening-Primrose	S
Papaveraceae - Poppy Family	
* <i>Eschscholzia californica</i> Cham. var. <i>californica</i> Coastal California Poppy	G
Plantaginaceae - Plantain Family	
* <i>Plantago lanceolata</i> L. English Plantain	S
* <i>Plantago major</i> L. Common Plantain	X
Platanaceae - Sycamore Family	
<i>Platanus racemosa</i> Nutt. Western Sycamore	S
Polemoniaceae - Phlox Family	
<i>Eriastrum sapphirinum</i> ssp. <i>dasyanthum</i> (Brand) Mason Woolly-Star	D
<i>Gilia angelensis</i> V. Grant Grassland Gilia	D
<i>Navarretia atractylodes</i> (Benth.) Greene Holly-leaf Skunkweed	D
<i>Navarretia hamata</i> Greene Skunkweed	D
Polygonaceae - Buckwheat Family	
<i>Chorizanthe coriacea</i> Goodm. Lastarriaea	S
<i>Eriogonum fasciculatum</i> Benth. ssp. <i>fasciculatum</i> Flat-top Buckwheat	D
* <i>Polygonum arenastrum</i> Bor. Yard Knotweed	X
* <i>Rumex crispus</i> L. Curly Dock	W
Portulacaceae - Purslane Family	
<i>Claytonia perfoliata</i> Donn Common Miner's-Lettuce	D
Primulaceae - Primrose Family	
* <i>Anagallis arvensis</i> L. Scarlet Pimpernel	G,X
<i>Dodecatheon clevelandii</i> Greene ssp. <i>clevelandii</i> Padre's Shooting Star	D

APPENDIX 1. FLORAL CHECKLIST OF SPECIES OBSERVED AT THE CHAMPAGNE BOULEVARD SITE (CONTINUED)

	<u>HABITAT</u>
Ranunculaceae - Crowfoot Family	
<i>Clematis ligusticifolia</i> Nutt. in T. & G. Virgin's Bower	L
<i>Delphinium parryi</i> Gray var. <i>parryi</i> Parry's Larkspur	D
Rhamnaceae - Buckthorn Family	
<i>Ceanothus</i> hybrid * (planted)	X
<i>Rhamnus crocea</i> Nutt. in T. & G. Spiny Redberry	C,D
Rosaceae - Rose Family	
<i>Adenostoma fasciculatum</i> H. & A. Common Chamise	C
<i>Cercocarpus minutiflorus</i> Abrams Coastal Mountain-Mahogany	C
<i>Rosa californica</i> Cham. & Schlecht. California Rose	L
Rubiaceae - Madder Family	
<i>Galium angustifolium</i> Nutt. ex T. & G. ssp. <i>angustifolium</i> Narrow-leaf Bedstraw	D
<i>Galium nuttallii</i> Gray ssp. <i>nuttallii</i> Nuttall's Bedstraw	D
Salicaceae - Willow Family	
<i>Salix gooddingii</i> var. <i>variabilis</i> Ball Black Willow	S,W
<i>Salix laevigata</i> var. <i>arauquipa</i> (Jeps.)Ball Large-leaf Willow	S,W
<i>Salix lasiolepis</i> var. <i>bracelinae</i> Ball Bracelin's Willow	S,W
Scrophulariaceae - Figwort Family	
<i>Castilleja affinis</i> H. & A. ssp. <i>affinis</i> Coast Paint-Brush	D
<i>Collinsia heterophylla</i> Buist ex Grah Chinese Houses	D
<i>Cordylanthus rigidus</i> Nutt. ex Benth. Dark-tip Bird's-Beak	C
<i>Diplacus puniceus</i> Nutt. ex Taylor Coast Bush Monkeyflower	D
<i>Keckiella antirrhinoides</i> (Benth.)Straw Bush Penstemon	D,C
<i>Keckiella cordifolia</i> (Benth.)Straw Climbing Penstemon	L
<i>Mimulus guttatus</i> Fisch. ex DC. Common Monkey Flower	S,W
Solanaceae - Nightshade Family	
<i>Datura wrightii</i> Regel Western Jimsonweed	G
* <i>Nicotiana glauca</i> Grah. Tree Tobacco	X
Tamaricaceae - Tamarisk Family	
* <i>Tamarix</i> sp. Tamarisk	W
Urticaceae - Nettle Family	
<i>Urtica dioica</i> ssp. <i>holosericea</i> (Nutt.)Thorne Hoary Nettle	W
Viscaceae - Mistletoe Family	
<i>Phoradendron tomentosum</i> ssp. <i>macrophyllum</i> (Engelm.)Wiens. Mistletoe	S
Vitaceae - Grape Family	
<i>Vitis girdiana</i> Munson Desert Grape	L
MONOCOTYLEDONS	
Agavaceae - Agave Family	
<i>Yucca schidigera</i> Roehl ex Ortgies Mojave Yucca	C
Alliaceae - Onion Family	
<i>Dichelostemma pulchellum</i> (Salisb.)Heller Wild-Hyacinth	D

APPENDIX 1. FLORAL CHECKLIST OF SPECIES OBSERVED AT THE CHAMPAGNE BOULEVARD SITE (CONTINUED)

	<u>HABITAT</u>
Cyperaceae - Sedge Family	
* <i>Cyperus alternifolius</i> L. Umbrella-Plant	X
<i>Cyperus eragrostis</i> Lam. Tall Flatsedge	S,W
Iridaceae - Iris Family	
<i>Sisyrinchium bellum</i> Wats. Blue-eyed-Grass	M
Juncaceae - Rush Family	
<i>Juncus bufonius</i> L. Toad-Rush	S
Poaceae - Grass Family	
* <i>Avena barbata</i> L. Slender Oat	D,G,L,X
* <i>Bromus diandrus</i> Roth Rippgut Grass	D,G,L,X
* <i>Bromus mollis</i> L. Soft Chess	D,G,L,X
* <i>Bromus rubens</i> L. Red Brome	D,G,L,X
* <i>Cynodon dactylon</i> (L.)Pers. Bermuda Grass	G
<i>Distichlis spicata</i> (L.)Greene Coastal Salt Grass	G
* <i>Festuca (Vulpia) myuros</i> L. Foxtail Fescue	S,X
* <i>Gastridium ventricosum</i> (Gouan)Schinz & Thell. Nitgrass	G
* <i>Hordeum murinum</i> ssp. <i>leporinum</i> (Link)Arcang. Hare Barley	G
* <i>Lamarckia aurea</i> (L.)Moench Goldentop	G
<i>Leymus (Elymus) condensatus</i> (Presl)A. Love Giant Rye	C,L
* <i>Lolium perenne</i> L. English Ryegrass	G
<i>Melica imperfecta</i> Trin. Coast Range Melic	D
<i>Nassella (Stipa) lepida</i> (A.S. Hitchcock)Barkworth Foothill Needlegrass	D
<i>Nassella (Stipa) pulchra</i> (A.S. Hitchcock)Barkworth Purple Needlegrass	D
Poaceae - Grass Family (continued)	
* <i>Pennisetum setaceum</i> (Forsk.)Chiov. Fountain Grass	X
* <i>Piptatherum (Oryzopsis) miliaceum</i> (L.)Cosson Millett Ricegrass	G
* <i>Poa annua</i> L. Annual Bluegrass	X
* <i>Polypogon monspeliensis</i> (L.)Desf. Annual Beardgrass	S,W
* <i>Schismus barbatus</i> (L.)Thell. Mediterranean Schismus	G
Typhaceae - Cat-Tail Family	
<i>Typha latifolia</i> L. Soft Flag	S

* - Denotes non-native plant taxa

APPENDIX 2
ANIMALS OBSERVED OR DETECTED

APPENDIX 2. ANIMALS OBSERVED OR DETECTED AT THE CHAMPAGNE BOULEVARD SITE

HABITAT D = Diegan Sage Scrub E = Eucalyptus/Exotic Trees
 F = Flying G = Non-native Grassland/Disturbed
 O = Coast Live Oak Woodland S = Scrub Oak Chaparral
 R = Southern Arroyo Willow Riparian Forest/Southern Willow Scrub

COMMON NAME	SCIENTIFIC NAME	NUMBER/MEANS OF DETECTION	HABITAT
AMPHIBIANS			
Plethodontidae (Lungless Salamanders) Garden Slender Salamander	<i>Batrachoseps major</i>	1	D
Bufonidae (True Toads) Western Toad	<i>Bufo boreas</i>	1	G
Hylidae (Treefrogs and Relatives) Pacific Chorus Frog	<i>Pseudacris regilla</i>	Calls	R
REPTILES			
Phrynosomatidae Western Fence Lizard	<i>Sceloporus occidentalis</i>	8	D,O,R
Scincidae (Skinks) Coronado Skink	<i>Eumeces skiltonianus interparietalis</i>	2	D,G
Teiidae (Whiptails and Relatives) Orangethroat Whiptail	<i>Cnemidophorus hyperythrus</i>	2	D
Western Whiptail	<i>Cnemidophorus tigris</i>	2	D
Viperidae (Vipers) Southern Pacific Rattlesnake	<i>Crotalus viridis helleri</i>	2	D,G
BIRDS			
Anatidae (Swans, Geese, and Ducks) Mallard	<i>Anas platyrhynchos</i>	2	R
Cathartidae (American Vultures) Turkey Vulture	<i>Cathartes aura</i>	1	F
Accipitridae (Hawks, Old World Vultures, and Harriers) White-tailed Kite	<i>Elanus leucurus</i>	1	F
Sharp-shinned Hawk	<i>Accipiter striatus</i>	1	F
Cooper's Hawk	<i>Accipiter cooperii</i>	1	R
Red-shouldered Hawk	<i>Buteo lineatus</i>	2	O,R
Red-tailed Hawk	<i>Buteo jamaicensis</i>	1	F

APPENDIX 2. ANIMALS OBSERVED OR DETECTED AT THE CHAMPAGNE BOULEVARD SITE
(CONTINUED)

COMMON NAME	SCIENTIFIC NAME	NUMBER/MEANS OF DETECTION	HABITAT
Falconidae (Caracaras and Falcons)			
American Kestrel	<i>Falco sparverius</i>	2	D,F,R
Columbidae (Pigeons and Doves)			
Mourning Dove	<i>Zenaida macroura</i>	5	G
Cuculidae (Typical Cuckoos)			
Greater Roadrunner	<i>Geococcyx californianus</i>	1	D
Apodidae (Swifts)			
White-throated Swift	<i>Aeronautes saxatalis</i>	10	O,R
Trochilidae (Hummingbirds)			
Anna's Hummingbird	<i>Calypte anna</i>	10	O,R
Alcedinidae (Kingfishers)			
Belted Kingfisher	<i>Ceryle alcyon</i>	1	R
Picidae (Woodpeckers and Wrynecks)			
Acorn Woodpecker	<i>Melanerpes formicivorus</i>	5	O,R
Downy Woodpecker	<i>Picoides pubescens</i>	2	R
Northern Flicker	<i>Colaptes auratus</i>	7	D,R
Tyrannidae (Tyrant Flycatchers)			
Black Phoebe	<i>Sayornis nigricans</i>	5	E,R
Ash-throated Flycatcher	<i>Myiarchus cinerascens</i>	1	R
Cassin's Kingbird	<i>Tyrannus vociferans</i>	4	E,O,R
Western Kingbird	<i>Tyrannus verticalis</i>	1	G
Hirundinidae (Swallows)			
Northern Rough-winged Swallow	<i>Stelgidopteryx serripennis</i>	13	F
Cliff Swallow	<i>Hirundo pyrrhonota</i>	5	F
Corvidae (Jays, Magpies, and Crows)			
Scrub Jay	<i>Apelocoma coerulescens</i>	7	O,S
American Crow	<i>Corvus brachyrhynchos</i>	4	F,R
Common Raven	<i>Corvus corax</i>	2	F
Paridae (Titmice)			
Plain Titmouse	<i>Parus inornatus</i>	13	O
Aegithalidae (Bushtit)			
Bushtit	<i>Psaltiriparus minimus</i>	≈70	D,O,R
Troglodytidae (Wrens)			
Bewick's Wren	<i>Thryomanes bewickii</i>	12	D,O,R
House Wren	<i>Troglodytes aedon</i>	5	D,O,R

APPENDIX 2. ANIMALS OBSERVED OR DETECTED AT THE CHAMPAGNE BOULEVARD SITE
(CONTINUED)

COMMON NAME	SCIENTIFIC NAME	NUMBER/MEANS OF DETECTION	HABITAT
Muscicapidae (Old World Warblers, Gnatcatchers, Kinglets, Thrushes, Bluebirds, and Wrentit)			
Golden-crowned Kinglet	<i>Regulus satrapa</i>	1	O,R
Hermit Thrush	<i>Catharus guttatus</i>	1	D
Wrentit	<i>Chamaea fasciata</i>	16	D,S
Mimidae (Mockingbirds and Thrashers)			
California Thrasher	<i>Toxostoma redivivum</i>	3	D
Ptilogonatidae (Silky Flycatchers)			
Phainopepla	<i>Phainopepla nitens</i>	2	R
Sturnidae (Starlings)			
European Starling	<i>Sturnus vulgaris</i>	4	O,R
Vireonidae (Typical Vireos)			
Hutton's Vireo	<i>Vireo huttoni</i>	1	O
Emberizidae (Warblers, Sparrows, Blackbirds and Relatives)			
Orange-crowned Warbler	<i>Vermivora celata</i>	7	O,R
Yellow-rumped Warbler	<i>Dendroica coronata</i>	18	D,O,R
Blue Grosbeak	<i>Guiraca caerulea</i>	3	R
Rufous-sided Towhee	<i>Pipilo erythrophthalmus</i>	7	O,R,S
California Towhee	<i>Pipilo crissalis</i>	5	D,S
Lark Bunting	<i>Calamospiza melanocorys</i>	3	F,O
Song Sparrow	<i>Melospiza melodia</i>	2	R
Lincoln's Sparrow	<i>Melospiza lincolnii</i>	3	D,G
Golden-crowned Sparrow	<i>Zonotrichia atricapilla</i>	1	D
White-crowned Sparrow	<i>Zonotrichia leucophrys</i>	4	D
Hooded Oriole	<i>Icterus cucullatus</i>	3	O
Fringillidae (Finches)			
House Finch	<i>Carpodacus mexicanus</i>	45	D,E,G,R
Lesser Goldfinch	<i>Carduelis psaltria</i>	3	D
MAMMALS			
Talpidae (Moles)			
Broad-footed Mole	<i>Scapanus latimanus</i>	Diggings	R
Leporidae (Rabbits and Hares)			
Desert Cottontail	<i>Sylvilagus audubonii</i>	Scat	D
Sciuridae (Squirrels, Chipmunks, and Marmots)			
California Ground Squirrel	<i>Spermophilus beecheyi</i>	7 Observed	D,G
Geomyidae (Pocket Gophers)			
Botta's Pocket Gopher	<i>Thomomys bottae</i>	Diggings	D,G,O,R

APPENDIX 2. ANIMALS OBSERVED OR DETECTED AT THE CHAMPAGNE BOULEVARD SITE
(CONTINUED)

COMMON NAME	SCIENTIFIC NAME	NUMBER/MEANS OF DETECTION	HABITAT
Muridae (Rats, mice, and voles)			
San Diego Desert Woodrat	<i>Neotoma lepida intermedia</i>	Nests	O
Canidae (Foxes, Wolves, and Relatives)			
Coyote	<i>Canis latrans</i>	Scat	D
Gray Fox	<i>Urocyon cinereoargenteus</i>	Scat	D

APPENDIX A2
SPRING SURVEY

VINCENT N. SCHEIDT
Biological Consultant

3158 OCCIDENTAL STREET • SAN DIEGO, CA 92122 • (619) 457-3873

May 30, 1995

Mr. Joseph L. Perring
c/o Domain Corporation
18012 Sky Park Circle
Irvine, CA 92714

RE: Results of a "spring survey" for sensitive species and delineation of jurisdictional wetland areas - the Champagne Gardens SPA project, Lawrence Welk Village.

Dear Mr. Perring:

I recently completed a focused "spring survey" of the approximately 80-acre Champagne Gardens SPA project site located near Lawrence Welk Village in northern San Diego County. Pacific Southwest Biological Services (PSBS) prepared a baseline biological site inventory report 1994. Because basic surveying had been conducted in late July of 1991 and during the first week of February 1994, many species of annual plants and certain seasonally-restricted animals, including a variety of sensitive species, might have been missed by the PSBS field surveyors. PSBS did conduct focused California Gnatcatcher (*Poliophtila californica*) surveying in late February and early March 1994, although that field work was specifically focused on searching for gnatcatchers. In any case, the follow-up "spring survey" conducted for this report is intended to be submitted as a part of the initial environmental review of the Champagne Gardens SPA project application.

In order to assess site conditions and search for signs of rare, endangered, threatened, or otherwise sensitive species, I conducted a thorough walk-over survey of the Champagne Gardens SPA project site on 17 and 25 May 1995. Surveying conditions were generally good, and all areas of the site were visited and examined between the hours of 09:00 and 16:00.

Concurrent with the focused "spring survey" field work was a wetland delineation mapping effort conducted in order to more precisely define jurisdictional wetland boundaries on the Champagne Gardens SPA site. In order to map existing wetland communities accurately, I utilized an approximately 200'-scale high altitude aerial photograph you had provide to allow the identification of specific landmarks and other site features. With these data, I delineated the wetlands on this site using the Unified Federal Method for Wetland Delineation. Delineation using this method utilizes the presence of appropriate hydrology, hydric soils (where detectable), *and* wetland (hydric) vegetation as necessary criteria for wetland definition. This conservative method of wetland delineation has been used for many years, and currently remains the standard protocol utilized by the California Department of Fish and Game, the U.S Army Corps of Engineers, and other public agencies. This delineation is illustrated on the accompanying 200'-scale site aerial photograph.

Spring Flora

As alluded to within the text of the PSBS survey report, numerous annual plants had been missed during the original 1991 and 1994 field survey periods. During May of 1995, Diegan Coastal Sage Scrub areas were found to support a large number of ephemeral annuals which had been previously missed, including Parry's Phacelia (*Phacelia parryi*), White Pincushion (*Chaenactis artemisiaefolia*), Small-seed Muhly (*Muhlenbergia microsperma*), Stonecrop (*Crassula erecta*), Silver Puffs (*Microseris lindleyi*, Slope Semaphore (*Mimulus brevipes*), and dozens of others. Annuals found within the Coast Live (Southern) Oak Woodland, but not detected by PSBS, include showy species such as Elegant Clarkia (*Clarkia unguiculata*), Canyon Clarkia (*Clarkia epilobioides*), and Baby Blue-eyes (*Nemophila menziesii*), as well as lower annuals such as Mouse-ear Chickweed (*Cerastium glomeratum*) and Ciliated Clover (*Trifolium ciliolatum*). Species which had been missed in wetland areas included various native and non-native herbaceous annuals and short-lived perennials, such as California Dock (*Rumex salicifolius*), Pineapple Weed (*Matricaria matricarioides*), Petty Spurge (*Euphorbia peplus*), and others. Also missed in various onsite habitat areas were a number of more cryptic perennials, such as Cotton Fern (*Cheilanthes newberryi*) and Parish's Nightshade (*Solanum parishii*). In total, it is reasonable to expect that at least 25 percent of the site's existing flora was missed by the PSBS field surveyors due to survey limitations and the brief amount of time spent on site surveying in 1991 and 1994.

Two sensitive plants were reported from the Champagne Gardens SPA site by PSBS. These are Summer Holly (*Comarostaphylis diversifolia*), and Engelmann Oak (*Quercus engelmannii*). A total of six specimens of Summer Holly were observed in May 1995, all within a limited area of the site on the slope of a north-facing ridge. PSBS had located only a single specimen in that area during the 1991 and 1994 survey periods. Based on the observed distribution of this species onsite, it is possible that several more specimens may be present; however, these could have been missed due to the overall density of the vegetation in that area. Summer Holly is relatively common in the general vicinity of this site, and is very common on certain north-facing slope areas to the east near the Rimrock development. Because this large shrub is considered to be moderately sensitive in San Diego County, it should be considered a significant biological feature of the site in association with the adjacent oak woodland and steep slope. Four Engelmann Oaks are reported from the Champagne Gardens site. These small specimens are found at the periphery of the site, adjacent to larger Coast Live Oaks (*Quercus agrifolia*) at the head of a small drainage. Surveying for this species in 1995 did not reveal the presence of additional specimens onsite, and Engelmann Oak should not be considered a significant biological resource in association with this property.

No additional sensitive plants were detected during the "spring survey" for this report. Most sensitive plants (especially annuals) known from the vicinity of this property would have been identifiable during the May 1995 survey period. Based on these findings, it is expected that no additional sensitive plant species occur on the Champagne Gardens SPA study area. Should any have been missed, they would not be in significant numbers or well distributed onsite. Future environmental review of project-level (development) applications would allow an independent confirmation of this conclusion.

Sensitive Fauna

Several sensitive animals were reported from the Champagne Gardens SPA site by PSBS. These are Coronado Skink (*Eumeces skiltonianus interparietalis*), Orange-throated Whiptail (*Cnemidophorus hyperythrus beldingi*), Cooper's Hawk (*Accipiter cooperii*), Sharp-shinned Hawk (*Accipiter striatus*), and White-tailed (Black-shouldered) Kite (*Elanus leucurus*). Appendix 2 (Animals Observed or Detected) of the PSBS report lists two additional noteworthy sensitive species which were not reported as sensitive within the text of that document. These are Western (Coastal) Whiptail (*Cnemidophorus tigris*) and San Diego Desert Woodrat (*Neotoma lepida intermedia*). These latter two species are listed by the U.S. Fish and Wildlife Service as candidates for formal federal listing as Endangered or Threatened Species under auspices of the Federal Endangered Species Act. Coastal Whiptail was confirmed in 1995 as present onsite in significant numbers, mostly in open areas at the periphery of the SPA property. San Diego Desert Woodrat is probably not actually present on the Champagne Gardens SPA site. The means of detection reported by PSBS was "nests" within the oak woodland. Based on our knowledge of *Neotoma*, it is much more likely that these nests were constructed by the related Dusky-footed Woodrat (*Neotoma fuscipes*), a locally-common chaparral-dwelling species. Many additional nests characteristic of *N. fuscipes* were seen in areas of dense brush in 1995.

Most of the recorded sensitive species were reconfirmed by additional sightings during the 1995 "spring survey". Coronado Skink and Orange-throated Whiptail were each found in two additional places. A total of six Black-shouldered Kites were observed constituting a breeding group. Cooper's Hawk and Sharp-shinned Hawk were confirmed as not being breeding residents. Six additional Coastal Whiptails were observed. In addition, one unreported sensitive species - Northern Red Diamond Rattlesnake (*Crotalus ruber ruber*) - was discovered. This large pit viper is also listed by the Fish and Wildlife Service as a Candidate taxon under the Endangered Species Act. A single, very large specimen was observed sunning adjacent to a large rock outcrop near the northwestern edge of the site. Based on the distribution of appropriate habitat, Northern Red Diamond Rattlesnakes are not expected to be common on this site, and hence should not be considered a significant biological feature of the property.

RECOMMENDATIONS

Because any future development within the Champagne Gardens SPA will be subject to project-level environmental review as a part of project permitting, it is recommended that several, specific follow-up investigations be conducted at that time. This recommendation for future study is based on the dynamic nature of living systems and inaccuracies with respect to the analysis of site conditions presented within the PSBS survey report. In general, these inaccuracies could affect project-specific analysis and directed mitigation, although they are generally too minor to affect SPA-level assessment. The following future studies are recommended:

- 1) All existing habitats (plant communities) should be re-mapped for analysis of direct and indirect, project-associated impacts. This will allow a much more precise quantification of impacts and provide for the development of the best possible

Mr. Joseph L. Perring, page 4.

mitigation strategies. The existing habitat mapping contains inaccuracies in both delineation and community designation (eg: patches of native Southern California Grassland were missed; areas of obviously successional scrub were not differentiated from native Diegan Sage Scrub; certain disturbed areas were mapped as supporting sage scrub, etc). The precise definition and delineation of habitats is critical to developing appropriate mitigation.

- 2) Southwestern Arroyo Toad (*Bufo microscaphus californicus*) was recently listed as an Endangered Species by the U.S. Fish and Wildlife Service. Directed field surveys, using Service-approved surveying protocols, should be conducted within one year prior to development in any area which would impact (either directly or indirectly) the floodway of Moosa Creek. The Service requires that surveying be done by persons experienced with this nocturnal anuran.
- 3) Although focused California Gnatcatcher (*Polioptila californica*) surveys were conducted in 1994, it will be necessary to re-survey areas of sage scrub for this federally-listed Threatened Species within one year prior to development in any area which would impact (either directly or indirectly) any areas of onsite sage scrub habitat. The Service requires that surveying be performed by persons holding valid federal permits to conduct this activity.
- 4) Any wetland areas of the site supporting willow-dominated thickets should be surveyed for the presence of Least Bell's Vireo (*Vireo bellii pusillus*) and other sensitive riparian-nesting songbirds within one year prior to development in any areas which would impact (either directly or indirectly) any areas of willow-dominated riparian vegetation. The Service requires that surveying be performed by persons experienced with riparian songbird surveying, including experience with focused surveys for Least Bell's Vireo.

Thank you once again for the opportunity to provide this information. Please let me know if you have any questions or if I can assist further in project planning.

Sincerely,



Vincent N. Scheidt
Consulting Biologist

cc: Thure Stedt, TRS Consultants
Ray York, York and Company

APPENDIX A3

REVIEW LETTER, OGDEN ENVIRONMENTAL



ENVIRONMENTAL AND ENERGY SERVICES

5510 Morehouse Drive
San Diego, CA 92121
619 458 9044
Fax 619 458 0943

95-052-3153
February 17, 1995

RECEIVED
MAY 25 1995

DEPARTMENT OF PLANNING
AND
LAND USE

Ms. Leann Carmichael
Department of Planning and Land Use
5201 Ruffin Road, Suite B
San Diego, California 92123

Re: Review of Champagne Gardens EIR/Biological Technical Report Documents

Dear Ms. Carmichael:

Ogden has reviewed the referenced documents. The following issues need to be addressed by the EIR and Biological Technical Report (BTR):

- The BTR indicates that field work was conducted in 1991 and 1994; however, the specific work performed in 1991 is not described. Only the effort conducted in 1994 appears to be discussed in detail in the methods section.
- The vegetation mapping contains some inconsistencies with observations made by Ogden during our site visit of February 15, 1995. (see the enclosed edited Biological Resources Maps). Certain areas mapped as non-native grassland/disturbed habitat appear to have grown back as disturbed buckwheat-dominated coastal sage scrub. The eucalyptus trees mapped on the hillside above the winery were not present on our site visit. This area should be classified as non-native grassland/disturbed habitat. The mapping of oaks and willow scrub is adequate with one exception noted on the edited Biological Resources map. Many of the oak woodland polygons represent single oak trees. The number of oak trees expected to be impacted is not quantified in either document. The enclosed MHCP quad map has four Engelmann Oak point localities noted east of Champagne Boulevard (three localities in Subarea 4, and one locality in Subarea 5) but these points are not noted in the BTR.
- The description of sensitive plant species known from the region but not found onsite should include Parry's Tetracoccus (*Tetracoccus dioicus*). This shrub species occurs sporadically throughout the coastal foothills of San Diego County where it appears to be restricted to gabbro soils. Extant localities include Red Mountain Grade in Fallbrook, McGinty Mountain, Sequan Peak, Oak Crest Mobile Home Park in Rainbow, Barona Valley, San Diego Country Estates, Gomez Creek, McGee Truck Trail, Monserate Mountain, and San Marcos Mountains, Vista, Agua Tibia Mountains, Lee

Ms. Leann Carmichael
February 17, 1995
Page 2

Valley, Dehesa, Tecate Junction, and Jacumba. If this species was present onsite, the botanists would undoubtedly have detected it, regardless of time of year.

- Sensitive animal species that potentially occur in the vicinity of the site should include coastal California gnatcatcher (*Poliophtila californica californica*). Gnatcatcher sightings are recorded in the vicinity of the site (e.g., the Circle R property to the north, see enclosed MHCP quad map).
- Discussion of the site's biological value in a regional context is lacking. The regional habitat evaluation model developed for MHCP classified this area as having mostly very high and high value habitat. Most of the site is included in the Biological Core and Linkage Areas (BCLA) map of the MHCP. The site is part of a redundant set of landscape linkages identified in this vicinity (see enclosed BCLA map). If this site is considered an important linkage area, a landscape linkage should be provided in the northern half of the project area. This issue regional value should be addressed in document sections that deal with existing conditions, direct impacts, and cumulative impacts.
- The issue of habitat fragmentation is not fully discussed. This project will isolate the parcel west of Champagne Boulevard between Subareas 1 and 6. The parcel consists primarily of nonnative grassland and coastal sage scrub. This issue should be addressed in document sections that deal with existing conditions, indirect impacts, and cumulative impacts.
- Adequate biological/planning buffers for riparian habitats do not appear to be provided in accordance with County guidelines (see the enclosed plot plan with 25- and 100-buffer zones highlighted). Proposed development bubbles 4, 6, and 10 lie within 25 feet of the floodplain. Development bubbles 7, 8, 11, 20, and 21 lie within 100 feet of the floodplain. A grading plan would be helpful in fully quantifying potential impacts to riparian and oak woodland habitats.

Other minor comments:

- The copy of the BTR Ogden reviewed was missing all pages beyond page 26. These missing pages include the literature cited section.
- The scale for Figure 7 of the EIR is not indicated. The same Figure in the BTR has a scale of 1" = 300'. Figure 7 also has an incorrect direction for the north arrow in the EIR.
- Nuttall's woodpecker (*Picoides nuttallii*) is discussed in the text (page 13), but is not included on the species list (Appendix 2).
- Page 13 of the BTR - in the third sentence " the three species noted above ..."; actually five reptile species were noted.

Ms. Leann Carmichael
February 17, 1995
Page 3

Overall the BTR presents an adequate description of the biological resources onsite and identifies sensitive habitats that would require mitigation for unavoidable impacts onsite. The primary deficiency relate to the site's regional location and value as part of a landscape linkage. Buffers to sensitive riparian/oak habitats appear to minimal or lacking completely for some of the proposed facilities.

Thank you for allowing Ogden provide this technical review of these documents for the County. Please call me if you have any questions.

Sincerely,



Patrick J. Mock, Ph.D.
Senior Wildlife Biologist

PJM/jaf

Enclosures

cc: Contract # 3-1402-0000-0000-3151

APPENDIX A4
GNATCATCHER SURVEY

301

VINCENT N. SCHEIDT
Biological Consultant

3158 OCCIDENTAL STREET • SAN DIEGO, CA 92122 • (619) 457-3873

October 21, 1996

Mr. Joseph L. Perring
c/o Domain Corporation
18012 Sky Park Circle
Irvine, CA 92714

RE: Results of a focused California Gnatcatcher field survey - the Champagne Gardens SPA project, Lawrence Welk Village area, San Diego County.

Dear Mr. Perring:

As per your request, I recently completed a focused California Gnatcatcher (*Poliophtila californica*) field survey of the approximately 80-acre Champagne Gardens SPA project site located near Lawrence Welk Village in northern San Diego County. This site had been initially surveyed for California Gnatcatchers by PSBS in late February and early March of 1994. Because the negative survey data generated by that effort were over two years old, the County requested that you provide an updated gnatcatcher survey of the project site in August of this year.

Initial "baseline" biology field surveying of the Champagne Gardens project site was conducted by BSBS in 1991. This was followed by the aforementioned gnatcatcher survey in 1994. Following to the 1994 gnatcatcher survey, I conducted a spring survey for annual plants and cryptic and/or otherwise seasonally-restricted plants and animals in May of 1995. California Gnatcatchers were not observed onsite anytime during these prior three field studies, although the spring survey I conducted in 1995 was not directed toward searching for this species.

In order to provide a current field analysis of potential California Gnatcatcher site utilization, I conducted a comprehensive, focused field survey for this species in all areas of potential habitat on and adjacent to the Champagne Gardens project site. Field surveying was conducted on 18 September, 25 September, and 2 October 1996 between the hours of approximately 07:30 and 11:00. Field conditions were suitable to detect this species on all three survey days, although the conditions on 25 September were perhaps ideal, with relatively light traffic along I-15 and Champagne Boulevard, overcast skies, mild temperatures, and no noteworthy breeze.

A total of nine individual California Gnatcatchers were detected during the field survey. Great care was made to prevent a duplication of sightings, and this number appears to accurately represent the number of specimens present on this property at the time of the field survey. At least five of these specimens were juveniles. This was determined on the basis of characteristic behaviors observed and characteristic juvenile coloring. Specimens were observed in four generally disjunct groupings. Two specimens (a juvenile and a probable adult male) were observed interacting at the southern end of the project site within Subarea 6. Two specimens (a juvenile and a probable adult female) were observed east of Moosa Creek in Subarea 4. These latter specimens were extremely wary and difficult to approach. They exhibited very little interactivity. A total of five specimens in two disjunct groups (two juveniles and a probable adult female; one juvenile and a probable adult female) were observed in Subarea 1. It is possible that these five specimens represent a single family group, although they were located in disjunct areas of coastal sage scrub, and appeared to forage and move in opposite directions (SW verses NE), showing no interactivity. The specific locations where all California Gnatcatchers were observed are illustrated on the attached map. Also shown is the approximate location of a recent (September 1996) sighting on a nearby property by another consulting biologist (V. Marquez, personal communication).

One of the difficulties with conducting field surveys for California Gnatcatchers in the late summer and fall is the potential for "false positives". In other words, the results obtained following a late season field survey may not necessarily be representative of the "carrying capacity" of the subject site. The "carrying capacity" is the actual number of specimens any particular property is capable of sustaining on an ongoing basis. For example, if a single resident pair of gnatcatchers fledges 3-4 offspring, a total of 5-6 gnatcatchers could be detected in the early fall when the juveniles have not yet dispersed from the vicinity of the nest. Somewhat later in the season, dispersed juvenile gnatcatchers may be found in unsuitable habitat prior to the winterkill. The findings of this specific field survey, which resulted in the detection of 9 individual specimens, does not provide a definitive answer regarding carrying capacity of this property, or even whether or not California Gnatcatcher resides on this site as a year-round resident at all. It does, however, indicate that gnatcatchers are utilizing this property during at least some portion of the year, within potential breeding-quality habitat (Diegan Coastal Sage Scrub and related successional scrubs).

RECOMMENDATIONS

All future development of the Champagne Gardens SPA will be subject to project-level environmental review as a part of project permitting. Some of this development will

Mr. Joseph L. Perring, page 3.

impact Diegan Coastal Sage Scrub and successional scrub habitats. It is recommended that follow-up surveys be conducted within one year prior to development of any of the Subareas supporting sage scrub in order to determine if gnatcatchers are breeding within the habitat within or adjacent to that particular Subarea. This assumes that this species is still afforded the protection of the Federal Endangered Species Act and the California Environmental Quality Act at that time. It should be recognized that land development within certain of the Subareas may be many years away. This recommendation for follow-up study is based on the dynamic nature of living systems. These follow-up studies should be conducted in concert with other assessments as recommended in my letter to you of 30 May 1995. As discussed in that letter, these studies could affect project-level specific analysis and directed mitigation.

Thank you once again for the opportunity to provide this information. Please let me know if you have any questions or if I can assist further in project planning.

Sincerely,

A handwritten signature in black ink, appearing to read 'V. Scheidt', with a large, stylized loop at the end.

Vincent N. Scheidt
Consulting Biologist

cc: Thure Stedt, TRS Consultants

APPENDIX A5
ROAD WIDENING IMPACTS

VINCENT N. SCHEIDT
Biological Consultant

3158 OCCIDENTAL STREET • SAN DIEGO, CA 92122 • (619) 457-3873

January 8, 1997

Mr. Joseph L. Perring
Champagne Gardens Owners Assoc.
c/o Domain Corporation
18012 Sky Park Circle
Irvine, CA 92714

RE: Results of a focused survey of potential road widening impacts on native wildlife and habitats - the Champagne Gardens SPA project, Lawrence Welk Village area, San Diego County.

Dear Mr. Perring:

Thure Stedt of TRS consultants recently requested that I examine several areas near the proposed Champagne Gardens SPA project site for potential impacts which might be associated with road improvements. Specifically, I was asked to examine the north-bound I-15 offramp to Deer Springs Road, the intersection of Deer Springs Road and Champagne Boulevard, and a segment of Champagne Boulevard between the northern end of the SPA and the intersection with Gopher Canyon Road. I was to examine each of these three disjunct areas for the presence of sensitive species and/or habitats.

In order to define all potential road-widening or road realignment impacts, I conducted focused field surveys of these three disjunct areas on 6 December 1996 between the hours of approximately 12:00 and 15:30. All areas were walked, and all habitats were identified and examined during this period. Each of these disjunct areas is discussed separately below:

North-bound I-15 Offramp

During the construction and landscaping of Interstate Highway 15, a partially-native hydroseed mixture was applied by Caltrans to the graded slopes adjacent to the

frecway with the intent of abating erosion and establishing a cover of drought-tolerant shrubs. Several species within that non-irrigated hydroseed mix have become naturalized on these cut and fill slopes, including Flat-top Buckwheat (*Eriogonum fasciculatum*), Saltbush (*Atriplex*), and California Sagebrush (*Artemisia californica*). Such vegetation constitutes a successional sage scrub. This habitat is most evident in less disturbed areas, although it can be observed in a patchy distribution all along the I-15 corridor.

The north-bound I-15 offramp leading to the Deer Springs Road/Mountain Meadow Road intersection supports successional sage scrub. The immediate shoulders of the offramp, to the east and west, appear to be regularly mowed, although the width of this clearing zone varies significantly as one moves up the offramp from I-15. Along the east side of the offramp, the scrub comes to within 15 feet of the edge of the asphalt. Other species common in this area include Deerweed (*Lotus scoparius*), various brome grasses (*Bromus*), and Stork's-bill (*Erodium*). A single Coast Live Oak (*Quercus agrifolia*) is present approximately 36 feet east of the edge of the asphalt. Mowing along the west side of the offramp has created an approximately 30 foot wide cleared zone dominated by low annual weeds and grasses.

Deer Springs Road and Champagne Boulevard Intersection

The area immediately adjacent to the Deer Springs Road and Champagne Boulevard intersection supports no native vegetation. A small stand of gum trees (*Eucalyptus*) are present north of Deer Springs Road on both sides of Champagne Boulevard. These trees were examined for the presence of nesting raptors. No raptor nests or significant roosts were detected, however.

Champagne Boulevard between SPA and Gopher Canyon Road

Several distinct habitats are present along the segment of Champagne Boulevard between the northern end of the SPA and the intersection with Gopher Canyon Road. Successional sage scrub dominates the area immediately west of Champagne Boulevard. Common plants within this habitat include Flat-top Buckwheat, Saltbush, California Sagebrush, Deerweed, Common Cryptantha (*Cryptantha intermedia*) and Tocalote

(*Centaurea melitensis*). The first approximately 10 feet extending west from the edge of the asphalt appears to be regularly mowed. The width of this cleared shoulder area varies significantly, however. It was field-measured at between approximately 4 feet and 13 feet, depending on exact location along Champagne Boulevard. Beyond this shoulder is generally undisturbed successional scrub vegetation.

A small area of riparian woodland vegetation is present west of the road approximately 220 feet south of the intersection of Old Castle Road and Champagne Boulevard. This habitat has developed in and around the rip rap at the outlet of a freeway drainage structure which drains beneath the freeway at this location. Indicators in this habitat include Western Cottonwood (*Populus fremontii*), Arroyo Willow (*Salix lasiolepis*), Black Willow (*S. gooddingii*), and Mule Fat (*Baccharis glutinosa*). This small riparian area forms a jurisdictional wetland. The outermost edge of the riparian vegetation comes to within approximately 20 feet of the edge of the asphalt at Champagne Boulevard.

A number of mature Coast Live Oaks are present on both sides of Champagne Boulevard between the SPA and Gopher Canyon Road. Several of these have canopies which extend to within a few feet of the edge of the asphalt. One of the closest oaks is located adjacent to the park-and-ride lot southwest of the intersection. This tree has a canopy which extends to within 7 feet of the edge of the asphalt. Another mature oak tree which is close to the edge of the road is located east of Champagne Boulevard and south of Old Castle Road. This specimen, which is growing at the base of a very steep slope, has a canopy overhang to within 20 feet from the edge of the asphalt.

Weedy vegetation, consisting primarily of annual forbs and grasses, is present along most of the road segment east of Champagne Boulevard. Common plants along this stretch include Russian Thistle (*Salsola pestifer*), Stork's-bill, Telegraph Weed (*Heterotheca grandiflora*), Horseweed (*Conyza*), Perennial Mustard (*Brassica geniculata*), and numerous others. Small patches of successional scrub are present in this area; however, these are scattered and not contiguous with any larger expanses of scrub vegetation.

RECOMMENDATIONS

All development associated with the Champagne Gardens SPA, including offsite road improvements, will be subject to project-level environmental review as a part of

Mr. Joseph L. Perring, page 4

future project permitting. The road realignment and widening as currently proposed (to 64 feet of pavement plus shoulders) will unavoidably impact successional sage scrub, oak trees, and jurisdictional wetland vegetation. Quantifying this impact with accuracy will require more detailed study of a fixed alignment and limits of cut/fill and offsite grading, although all impacts are all considered relatively minor and mitigable. Numerous California Gnatcatchers (*Polioptila californica*) are known from the vicinity of this site; what use, if any, this species makes of the subject road improvement areas is unknown. This would also require follow-up study at the time of project application. It appears highly unlikely that road improvements will impact this species in any significantly adverse manner, however.

Thanks for the opportunity to provide this information. Please let me know if you have any questions or concerns.

Sincerely,

A handwritten signature in black ink, appearing to read 'V. Scheidt', with a large, stylized loop at the end.

Vincent N. Scheidt
Consulting Biologist

cc: Thure Stedt, TRS Consultants

APPENDIX A6

SURVEY OF SLOPE AREA ABOVE SITE

VINCENT N. SCHEIDT

Biological Consultant

3158 OCCIDENTAL STREET • SAN DIEGO, CA 92122 • (619) 457-3873

April 29, 1997

Mr. Joseph L. Perring
c/o Domain Corporation
18012 Sky Park Circle
Irvine, CA 92714

RE: Results of a focused field survey of slope areas above Subareas 4 and 5: the Champagne Gardens SPA project site, Lawrence Welk Village.

Dear Mr. Perring:

You recently asked me to examine two slope areas located immediately above Subareas 4 and 5 of the Champagne Gardens SPA project site near Lawrence Welk Village. These slope areas, while not a part of the SPA, are within the ownership of members of the Champagne Gardens Owners Association. The purpose of my study was to determine the types and values of the habitats located on this study area, as well as to determine their potential function as linkage corridors between the SPA site and adjacent properties to the east and south.

In order to examine the subject slope areas, I visited the Champagne Gardens property on the afternoon of 28 April 1997. Access to the slope areas was from the west up the steep slope towards the high point at 916 feet ASL. Portions of this study area were examined with 10x power binoculars where access was limited; this provided a close-up view of areas otherwise too steep to be visited directly. Surveying conditions were generally conducive to habitat mapping, with clear skies, a light westerly breeze, and air temperatures between approximately 72 and 78 degrees F.

As you know, the upper portion of Subarea 5 was originally mapped as supporting mostly disturbed vegetation associated with an existing winery and automotive museum. The most easterly extent of Subarea 5, *per se*, supports a small extension of high-quality Diegan Coastal Sage Scrub. This high-value habitat extends on the slopes above the SPA all the way to the crest of the hill and down the east-facing slope to the edge of the ownership. Beyond the limits of the ownership is an extensive area of biological open space associated with the Rimrock development located to the south and east. Thus, the Diegan Coastal Sage Scrub vegetation onsite continues offsite south and east along the slopes above Rimrock, with habitat connectivity south for several kilometers along the main ridge open space between Lawrence Welk Village and Rimrock.

Indicator species within the habitat above Subarea 5 include Flat-top Buckwheat (*Eriogonum fasciculatum*), California Sagebrush (*Artemisia californica*), Laurel Sumac (*Malosma laurina*), and many other species characteristic of high-quality Diegan Coastal Sage Scrub. Also found on this slope are scattered Coast Live Oaks (*Quercus agrifolia*) and significant rock outcrops. The east-facing slope immediately east of the peak supports substantial stands of White Sage (*Salvia apiana*) and Coast Redberry (*Rhamnus crocea*),

Mr. Joseph L. Perring, page 2.

two species which are found in more mesic sage scrub.

The eastern half of Subarea 4 was mapped as supporting mostly Diegan Coastal Sage Scrub vegetation. The most northeasterly corner of this Subarea shows a small orchard extending on to SPA site. This orchard, currently dead, is actually located offsite to the north on a property immediately east of Subarea 3. In fact, the entirety of the eastern half of Subarea 4 supports sage scrub with scattered oaks. However, the south-western portion of Subarea 4, adjacent to the existing automotive museum, supports a buckwheat-dominated successional scrub of significantly lower habitat value. Upper slope areas, above Subarea 4, *per se*, support high-value Diegan Coastal Sage Scrub vegetation which extends over the top of the ridge and down the east-facing slope to the edge of the ownership. As described above, beyond the limits of the ownership is the extensive area of open space associated with the Rimrock development. Thus, as with Subarea 5, the Diegan Coastal Sage Scrub vegetation onsite is continuous offsite to the east along the slope west of Rimrock, with habitat connectivity along the main ridge for several kilometers.

As with the slope above Subarea 5, indicator species within the habitat above Subarea 4 include Flat-top Buckwheat, California Sagebrush, Laurel Sumac, and many others. Occasional Coast Live Oaks and significant rock outcrops are also found on this upper slope area. Here too, the east-facing slope immediately east of the high point supports substantial numbers of White Sage and Coast Redberry.

CONCLUSIONS

It is clear that the slope areas above Subareas 4 and 5 of the Champagne Gardens SPA support very high-quality Diegan Coastal Sage Scrub vegetation. It is also apparent that a natural linkage exists between the sage scrub and oak woodland on the study area and the existing open space on Rimrock to the south and east. The property immediately east of Subarea 3 currently supports a dead avocado orchard. This is rapidly being re-claimed by native sage scrub elements, hence it is of measurable habitat value at present, and will continue to improve as the snags decay and fall, and the natural scrub habitat regenerates entirely.

Thank you for the opportunity to provide this information. Please let me know if you have any questions or if I can assist further in project planning.

Sincerely,



Vincent N. Scheidt
Consulting Biologist

cc: Thure Stedt, TRS Consultants

APPENDIX A7

ARROYO TOAD SURVEY

VINCENT N. SCHEIDT
Biological Consultant

3158 OCCIDENTAL STREET • SAN DIEGO, CA 92122 • (619) 457-3873

May 7, 1997

Mr. Joseph L. Perring
Champagne Gardens Owners Assoc.
c/o Domain Corporation
18012 Sky Park Circle
Irvine, CA 92714

RE: Results of a focused Arroyo Toad (*Bufo microscaphus californicus*) survey of the Champagne Gardens SPA project site, Lawrence Welk Village area, San Diego County.

Dear Mr. Perring:

This letter presents the findings of a focused Arroyo Toad (*Bufo microscaphus californicus*) survey of the Champagne Gardens SPA project site located near Lawrence Welk Village in northern San Diego County. Thure Stedt of TRS consultants requested that I complete this survey, utilizing USFWS surveying protocols, as a part of the Specific Planning Area application currently being considered by the County of San Diego.

Arroyo Toad (sometimes called Southwestern Arroyo Toad, or Arroyo Southwestern Toad) is a federally-listed Endangered Species restricted to specific riparian and abutting upland habitat areas in Southern California and adjacent Baja California Norte. This anuran was formally listed by the Service as Endangered in January of 1995. Since that time, the service has provided guidelines for determining presence or absence of this species. These protocols involve nocturnal field surveying during the spring along the banks of all creeks and rivers within the historical distribution of this species, particularly those supporting appropriate open sandy or gravelly-bank habitats. During the breeding season, Arroyo Toads males produce a distinctive trilling call, similar in some respects to a cricket, although distinctively characteristic of this taxon.

In order to search for any resident specimens of *B. m. californicus*, I visited the Champagne Gardens SPA project site on the evenings of 5 April, 23 April, and 5 May 1997. On 5 April, I was accompanied in the field by Dr. Robert Fisher, Herpetologist. On 23 April and 5 May, I was accompanied by Mr. Patrick Maher, Field Assistant. Both of these associates are highly familiar with the anuran fauna of San Diego County, and both were invaluable in helping search for Arroyo Toad. Surveys were conducted between the

Mr. Joseph L. Perring, page 2.

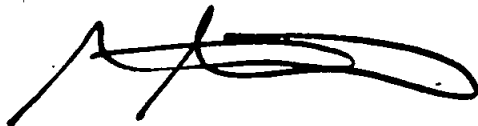
hours approximately 19:45 and 24:00. Air temperatures ranged between a high of 68 degrees F on the warmest part of the last evening, and 51 degrees F. at midnight on the first evening. The entire riparian corridor through the Champagne Gardens site was slowly walked, and all potential habitat areas, including abutting upland areas, were visually examined using flashlights while listening for the trill of *B. microscaphus*.

Arroyo Toad was not found occurring on or adjacent to the Champagne Gardens SPA site. Three other resident anurans were found during the field surveys, however. These are California Toad (*Bufo boreas halophilus*), Pacific Treefrog (*Hyla regilla*), and Western Spadefoot (*Scaphiopus hammondi*). Hundreds of larvae (tadpoles) of the former two species were seen during each survey period. These three species constitute the anticipated anuran fauna of this site, although one other species (Bullfrog *Rana catesbeiana*) could occasionally occur here as a waif from ponded areas upstream of this property. Western Spadefoot is a California Species of Special Concern, and any impacts to this sensitive species would need to be addressed at the project-specific planning level. However, preservation of the riparian corridor plus biological and planning buffer in adjoining upland areas would likely result in minimal impacts to this species.

Table 1 presents data associated with each survey period, including survey results. Attached is a copy of the Natural Diversity Data Base form which was submitted to the California Department of Fish and Game in order to contribute to the state data-base for *S. hammondi*.

Thanks for the opportunity to provide this information. Please let me know if you have any questions or concerns.

Sincerely,

A handwritten signature in black ink, appearing to read 'Vincent N. Scheidt', with a stylized, sweeping underline.

Vincent N. Scheidt
Consulting Biologist

cc: Thure Stedt, TRS Consultants

Table 1. Anuran Survey Data¹ - The Champagne Gardens Project Site.

Date/Hours/ Conditions	<i>B. microscaphus</i>	<i>B. boreas</i>	<i>S. hammondi</i>	<i>H. regilla</i>
5 April 1997 19:45-24:00 Clear, 62-51° F	0	0	0	5
23 April 1997 20:00-23:45 Clear, 65-58° F	0	6	2	2
5 May 1997 19:45-22:45 Clear, 68-63° F	0	10	2	3
Total	0	16	4	5

¹ - does not include larvae (tadpoles).

California Native Species Field Survey Form

Mail to:
Natural Diversity Data Base
California Department of Fish and Game
1416 Ninth Street, 12th Floor
Sacramento, California 95814

For office use only

Source Code _____ Quad Code _____

Elm Code _____ Occ # _____

Copy to _____ Map Index # _____

Date of field work 4-23-1997
mo day year

Scientific Name: Scaphiopus hammondi

Common Name: Western Spadefoot

Species Found? ☒ yes ☐ no If not, why?
Total # Individuals 2 Subsequent visit? ☒ yes ☐ no
Is this an existing NDDDB occurrence? ☒ no ☐ unk.
Yes, Occ. # _____
Collection? If yes: _____
number Museum/Herbarium

Reporter: Vincent N. Scheidt

Address: 3158 Occidental Street

San Diego, CA 92122

Phone: (619) 457-3873

Plant Information

Phenology: _____
% vegetative % flowering % fruiting

Animal Information

Age Structure: 2
adults # juveniles # unknown
☐ ☐ ☒ ☐ ☐ ☒ ☐
nesting breeding foraging wintering roosting burrow site other

Location (Please also attach or draw map on back.)

On moosa Creek (south fork) east of I-15.

County: San Diego Landowner/Mgr: Private

Quad Name: San Marcos Elevation: 460' UTM: _____

T 11 S R 3W SW 1/4 of SE 1/4 Sec 1 T R 1/4 of 1/4 Sec

Habitat Description (Plant communities, dominants, associates, substrate/soils, aspects/slope)

Open sandy wash; Southern willow scrub. Salix spp.
Baccharis glutinosa, Rumex salicifolius, others.
Oak woodland nearby. Upland area disturbed.

Other rare spp.?

Site Information Overall site quality: ☐ Excellent ☐ Good ☒ Fair ☐ Poor

Current/surrounding land use: Former equestrian facility, fallow fields.

Visible disturbances, possible threats: Potential development of adjacent uplands.

Comments: Large numbers of Bufo boreas occur in
sympatry. B. boreas and Hyla regilla breed
in this drainage.

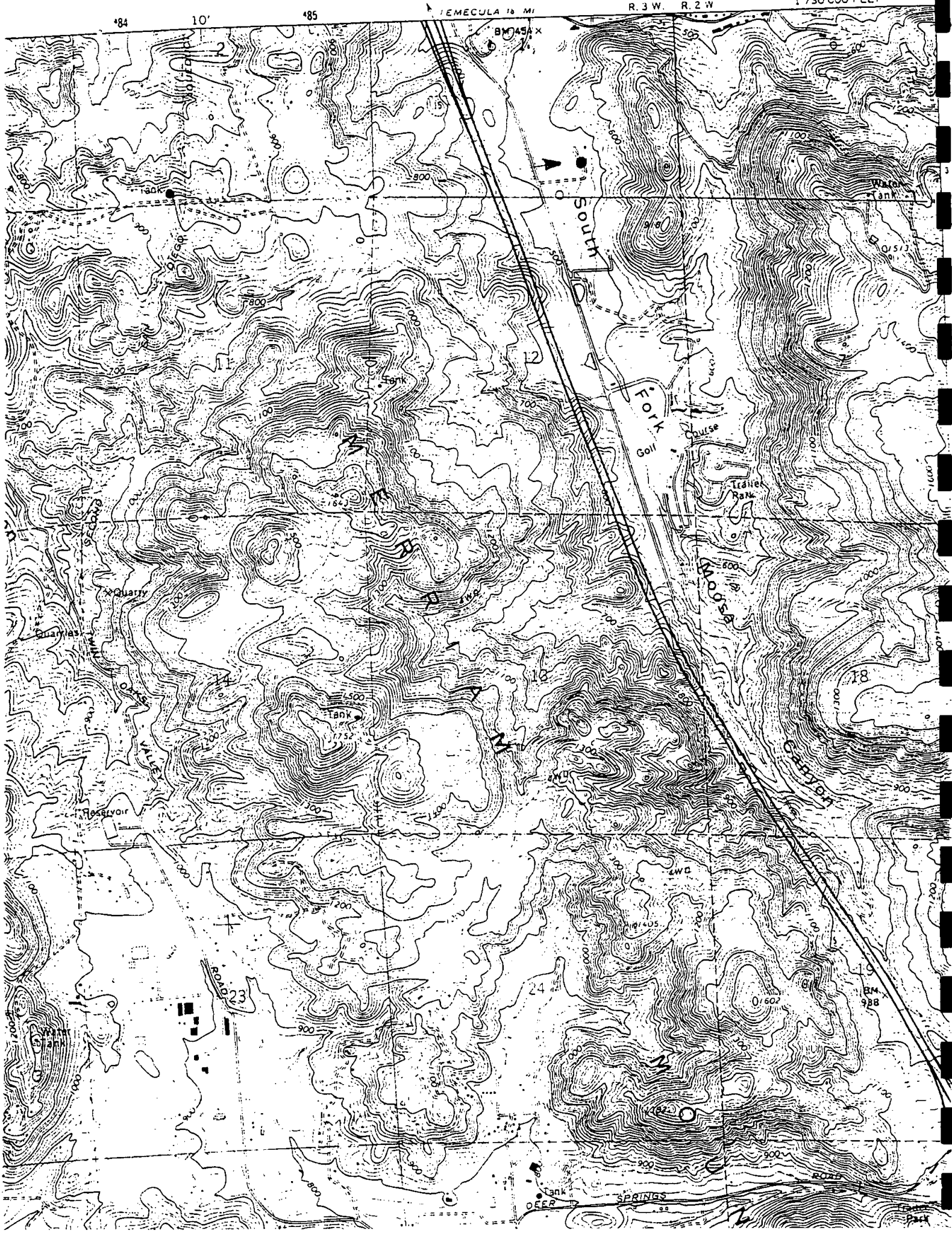
Determination: (Check one or more, fill in the blanks)

☒ Keyed in a site reference: Stebbins
☐ Compared with specimen housed at: _____
☐ Compared with photo/drawing in: _____
☐ By another person (name): _____
☐ Other: _____

Photographs: (Check one or more) Slide Print

Plant/animal _____
Habitat _____
Diagnostic Feature _____

May we obtain duplicates at our expense? ☐ Yes ☐ No



APPENDIX B
TRAFFIC IMPACT ANALYSIS

Champagne Gardens SPA Traffic Impact Study

Prepared by: Endo Engineering

February 1994

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1.0 EXECUTIVE SUMMARY

1.1 Existing Traffic Conditions

1. Regional access to the site is provided by Interstate 15 and Gopher Canyon Road.
2. Direct site access is available from Champagne Boulevard.
3. Four of the eight key intersections in the project vicinity currently operate at acceptable levels of service.
4. The Interstate 15 interchange intersections at Gopher Canyon Road and Deer Springs Road currently experience unacceptable levels of service during the evening peak hour (LOS D at Gopher Canyon Road and LOS E at Deer Springs Road).

1.2 Circulation Impacts

1. The proposed project will generate 8,900 average daily two-way motor vehicle trips when fully occupied, of which 1,178 will occur in the evening peak hour trips and 412 will occur during the morning peak hour.
2. The SANDAG Series 7 forecast of year 2010 daily volumes indicates that, with master planned circulation improvements, all of the surface streets in the vicinity will experience acceptable levels of service on a daily basis.
3. Existing+project+cumulative traffic volumes will warrant signals at seven of the eight unsignalized intersections analyzed.
4. Once traffic signals are installed, the existing+project+cumulative peak hour levels of service at these seven intersections will be acceptable (without geometric improvements).
5. Based upon SANDAG Series 7 projections for the year 2010, the eighth unsignalized intersection analyzed will warrant signalization (and provide acceptable levels of service once signalized).
6. The SANDAG Series 7 forecast of year 2010 peak hour turning movements indicates that, with master planned circulation improvements, all of the intersections in the vicinity will experience acceptable levels of service.

1.3 Circulation Mitigation Measures

1. Specific design standards for internal streets shall be consistent with County requirements.
2. The proposed cross-sections and roadway layout should be subject to the review and approval of the County Traffic Engineer during the development review process to insure compliance with the County of San Diego design standards.
3. Sidewalks and streetlights will be installed on-site as specified by the County of San Diego.
4. Stop signs should control project-related traffic at all unsignalized site egress points.

5. Direct access to the site should be designed so that adequate sight distance is provided for motorists leaving the site.
6. Champagne Boulevard should be fully constructed to its ultimate half-section as adjacent development on-site occurs.
7. The project sponsor may be required to contribute funding on a "fair-share" basis pursuant to County Ordinance for needed roadway and traffic signal improvements of area-wide benefit to partially mitigate project-related traffic impacts.

2.0 PROJECT LOCATION AND DESCRIPTION

2.1 Project Location

The project site is comprised of 80 acres generally located south of Old Castle Road, on either side of Champagne Boulevard, in the northern portion of San Diego County. Figure 2-1 is a Regional Location Map that depicts the project site in its regional context. Figure 2-2, the Vicinity Map, illustrates the project site in its local context.

2.2 Project Description

The proposed project, which is consistent with the Valley Center Community Plan, proposes 80 acres of visitor-serving commercial uses. There are five planning areas in the Champagne Gardens Specific Plan Amendment as shown in Table 2-1 and Figure 2-3. The project will have access to Champagne Boulevard. Project build-out is anticipated to occur by 2010.

Table 2-1
Champagne Gardens SPA

Planning Area	Proposed Land Uses
Area A	Gas Station/Mini-Mart, 60-Unit Hotel, and Lounge
Area B	Amphitheater, Specialty Retail, Restaurant, Entertainment, Conservatory, Parking Structure, and Administration
Area C	120-Unit Suite Hotel, 160-Unit Hotel, Administration, Conference Center, Wedding Chapel, Education Center, and Health Spa
Area D ^a	Deli, Car Museum, 20-Unit Bed & Breakfast, Cafe, Wine cellar, Specialty Retail, and Reception Halls
Area E	60-Unit Hotel, Food Fair, and Specialty Retail

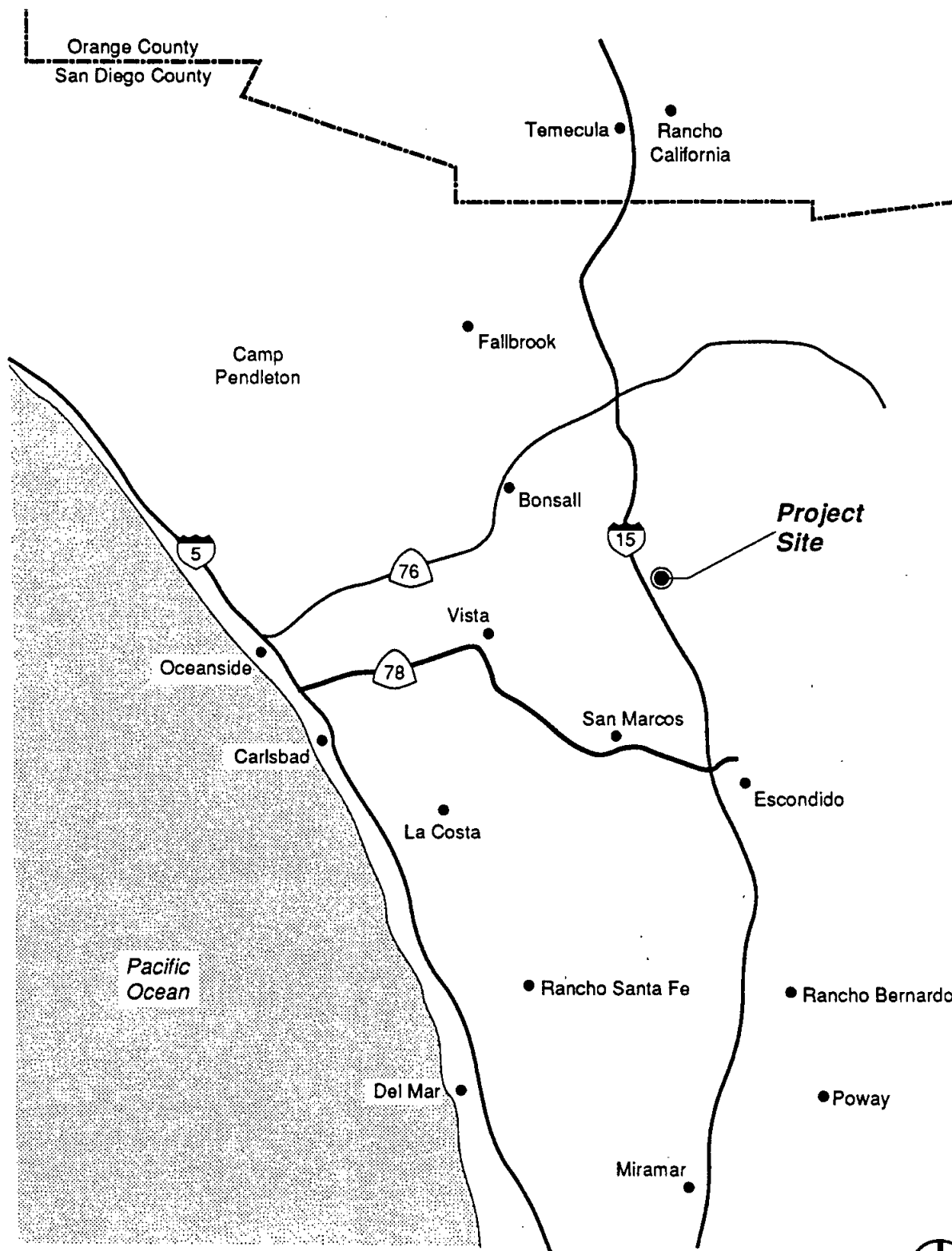
a. Some of the land uses shown currently exist on-site as discussed in Section 2.2.

Planning Area A will include the lounge associated with the hotel. There are three different centers of activity that are connected by one loop access road within Planning Areas B and C. Planning Area B includes a retail and entertainment center that is comprised of restaurants and specialty shops, strategically located between the parking and entertainment opportunities (i.e. a 1200-seat amphitheater and two 200-seat theaters). The amphitheater is scheduled to have an 8 PM start time, which is well after the peak hour of adjacent street traffic.

In addition to the retail and entertainment center, Planning Area B includes a conservatory that provides an environment for plants from various climatic regions. Of the 44,000 square feet, approximately 90% of the conservatory will be utilized as growing areas, and approximately 10% of the floor space will be utilized as visitor viewing areas.

Planning Area C includes two hotels with a total of 280 rooms. The ancillary uses to the hotels include: a chapel, a health spa, a conference center, and a hotel administration building. In addition to the hotel uses, there is a 4,500 square foot education center shown in Planning Area C. This site is planned to serve as an extension to the conservatory, and will provide additional information about the plant exhibits.

Figure 2-1
Regional Location



Endo Engineering



Scale: 1" = 5.5 Miles

Figure 2-2
Vicinity Map

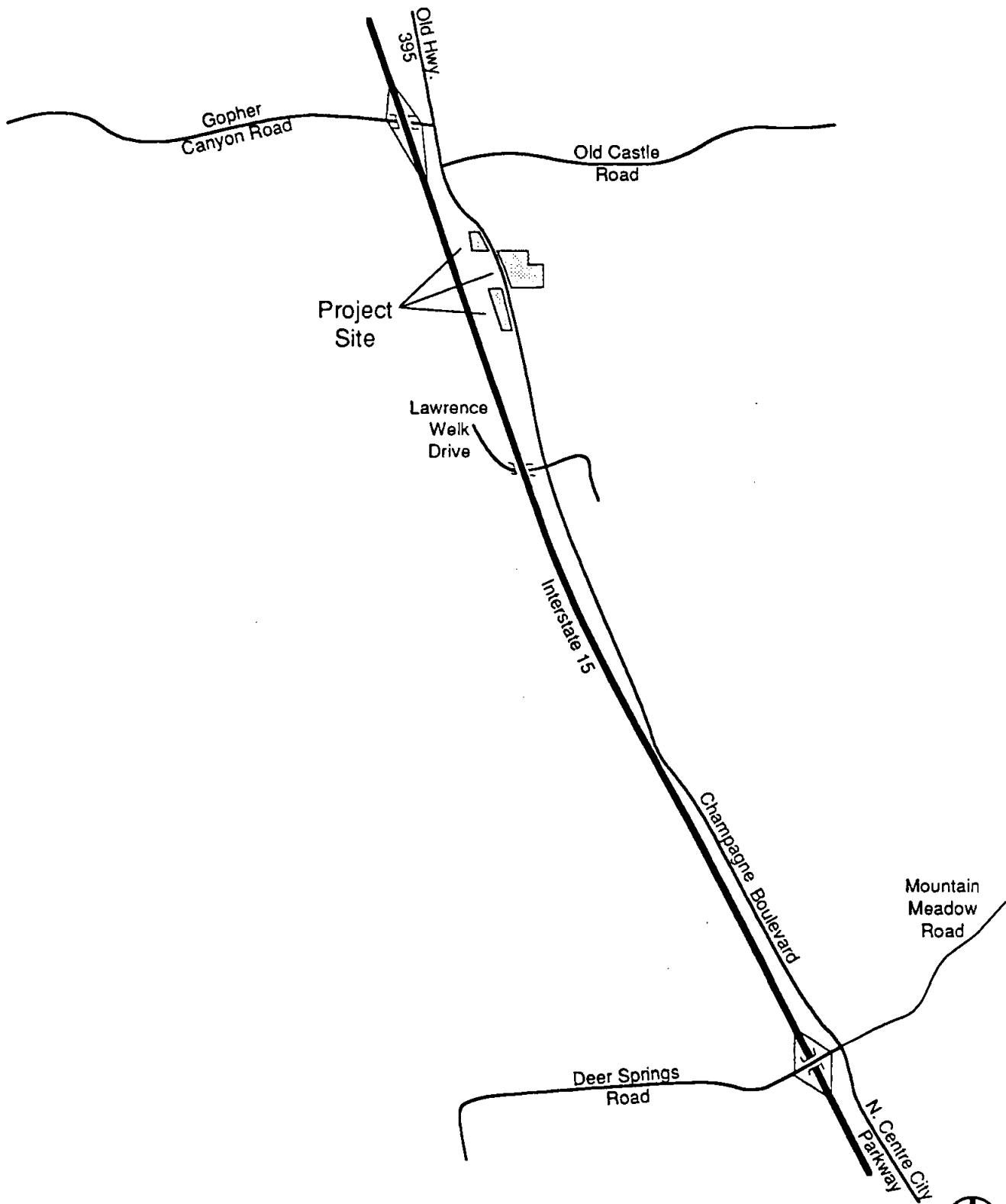
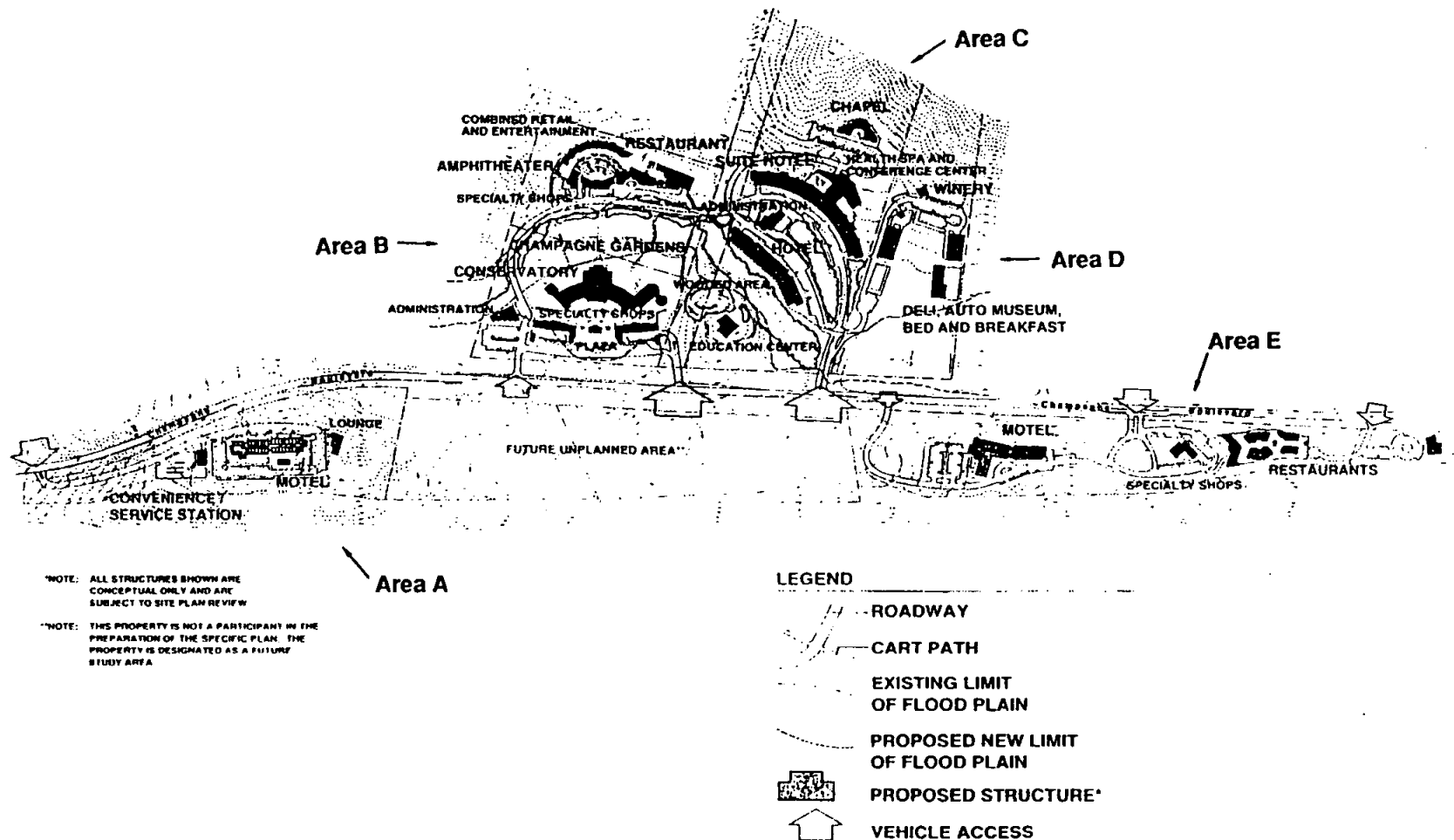


Figure 2-3
Site Plan



*NOTE: ALL STRUCTURES SHOWN ARE CONCEPTUAL ONLY AND ARE SUBJECT TO SITE PLAN REVIEW

*NOTE: THIS PROPERTY IS NOT A PARTICIPANT IN THE PREPARATION OF THE SPECIFIC PLAN. THE PROPERTY IS DESIGNATED AS A FUTURE STUDY AREA

Planning Area D includes existing uses and expansions to existing facilities. The primary new use is a 20-room bed and breakfast. A 900 square foot cafe is proposed as an ancillary use to the bed and breakfast.

Planning Area E includes a motel, retail, and restaurant uses. Although the retail and the restaurant could be considered a support use for the motel, the 600 to 1,000-foot separation between the uses resulted in the trip generation being developed based upon individual land uses. The restaurant uses are anticipated to be quality restaurants.

3.0 EXISTING TRAFFIC CONDITIONS

Regional access to the project site is currently available from Interstate 15, Old Highway 395, Gopher Canyon Road, Deer Springs Road, and North Centre City Parkway. The project site is undeveloped except for the Deer Springs Winery which takes access from Champagne Boulevard.

3.1 Relevant Circulation Plans and Surrounding Street System

The project site is located within three County Planning Areas: the Bonsall Community, the Valley Center Community and the North County Metro. The San Diego County General Plan Circulation Element details the general location and extent of the regional circulation system required to serve future traffic demands associated with build-out per the Land Use Element of the General Plan (Figure 3-1).

The Circulation Element also details each roadway designation and corresponding typical highway cross-section (Figure 3-2). A major road has a 98-foot right-of-way and a 78-foot curb-to-curb width with four travel lanes and a 14-foot median. Collectors typically provide four travel lanes with 64 feet of pavement within a 84-foot right-of-way. Bike lanes add 10 feet to both the roadway widths and the rights-of-way.

Figure 3-3 depicts the existing circulation system in the project vicinity. The number of through lanes and existing traffic control devices are shown, based upon field reconnaissance in the area.

Interstate 15 is a north/south eight-lane freeway in the vicinity of the project. The posted speed limit is 55 mph south of Deer Springs Road and 65 mph north of Deer Springs Road. The closest interchange to the site is at Gopher Canyon Road. There is also an interchange south of the project site at Deer Springs Road.

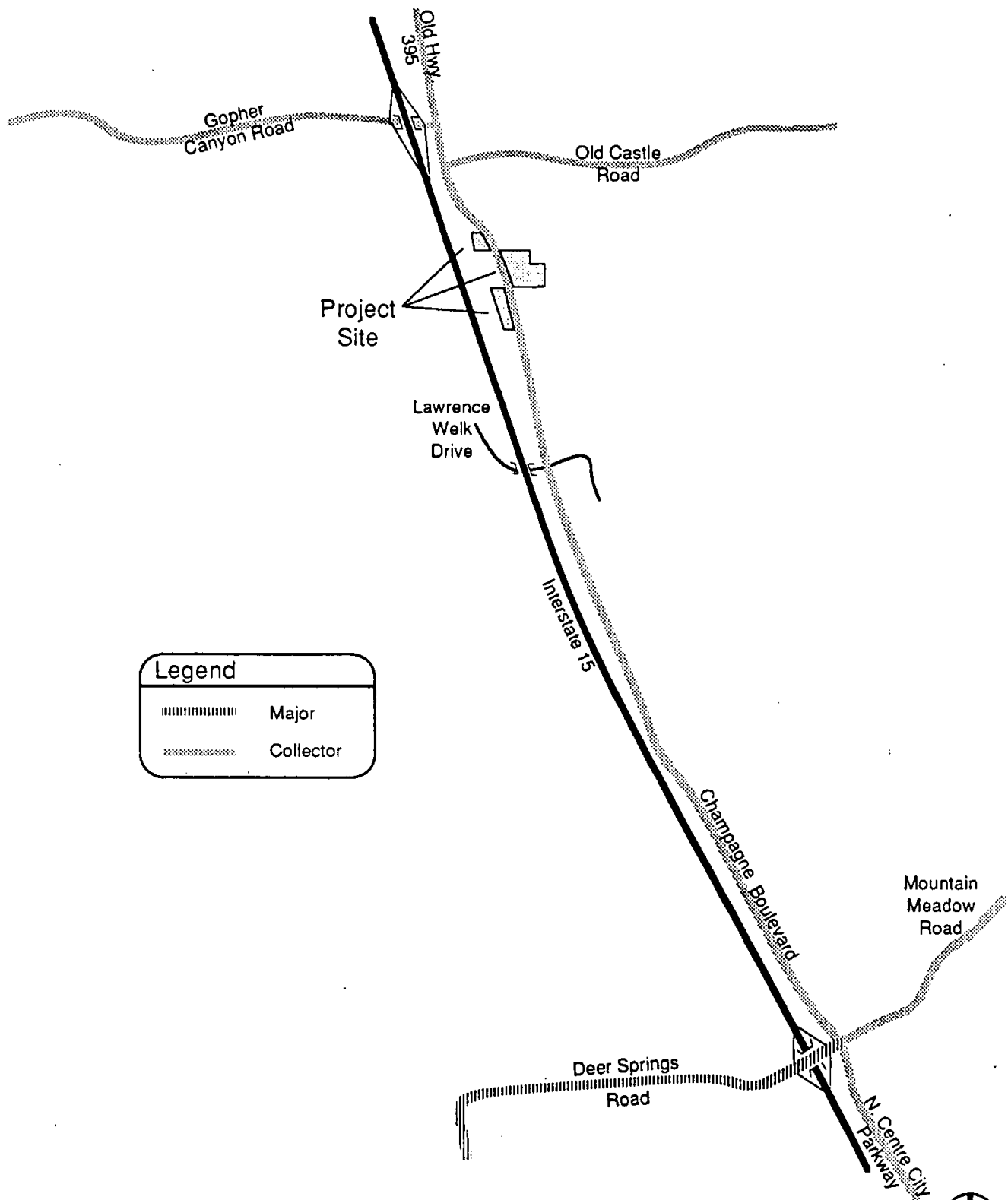
Champagne Boulevard is currently a two-lane undivided roadway with bike lanes in the vicinity of the project. Between Gopher Canyon Road and Old Castle Road, Champagne Boulevard is a divided two lane roadway. Champagne Boulevard flares at the intersections of Welk View Drive and Lawrence Welk Drive. There is a four-way stop at Deer Springs Road. The project proposes access to Champagne Boulevard. North of Gopher Canyon Road, Champagne Boulevard becomes **Old Highway 395** and south of Deer Springs Road, it becomes **North Centre City Parkway**. Champagne Boulevard is master planned as a collector.

Gopher Canyon Road is a two-lane undivided roadway west of Interstate 15, a two-lane divided road adjacent to the east side of Interstate 15, and a four-lane divided roadway under the freeway to Champagne Boulevard. Gopher Canyon Road is controlled by a stop sign at Champagne Boulevard and has a diamond interchange with Interstate 15. Gopher Canyon Road is master planned as a collector and has a posted speed limit of 50 mph.

Old Castle Road is a two-lane undivided curvilinear roadway that extends easterly of Champagne Boulevard. Old Castle Road is controlled by a stop sign at Champagne Boulevard and has a posted speed limit of 50 mph. Old Castle Road is master planned as a collector.

Lawrence Welk Drive is a two-lane undivided roadway west of Champagne Boulevard and a two-lane divided road east of Champagne Boulevard. Lawrence Welk Drive is controlled by stop signs at Champagne Boulevard. Lawrence Welk Drive is a local road that is not master planned.

Figure 3-1
Proposed Circulation Element



Endo Engineering



Scale: 1" = 3075'

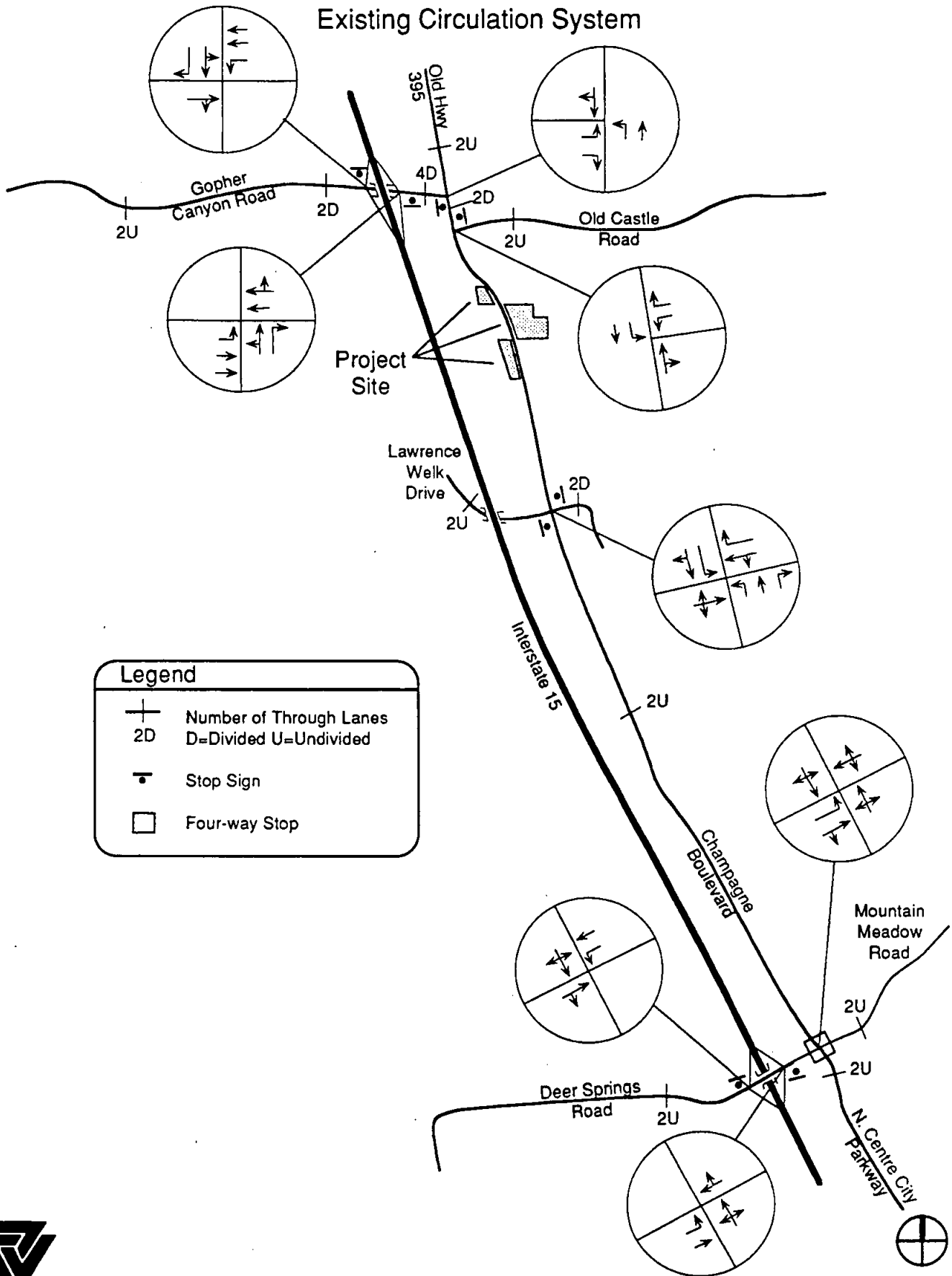
Figure 3-2
Summary of County of San Diego Public Road Standards

CLASS	CIRCULATION ELEMENT ROAD CROSS-SECTIONS									AVERAGE DAILY VEHICLE TRIPS (ADT)				
										LEVEL OF SERVICE (LOS)				
	Median	Traveled way	Shoulder	Parkway strip	Roadbed	RW*	Min. curve radius	Max. grades	Min. design speed (mph)	A Free flow	B Steady flow	C Stable flow	D Approach unstable	E Unstable flow
EXPRESSWAY Divided highway with only selected public road access with full grade separations	34'	36'	10'	10'	126'	146'	1200'	6%	55	<36,000	<54,000	<70,000	<86,000	<108,000
PRIME ARTERIAL Divided highway, signalized intersections, access control, or extra lanes as required	14'	36'	8'	10'	102'	122'	1200'	6%	55	<22,200	<37,000	<44,600	<50,000	<57,000
MAJOR ROAD 4-lane divided road, access & parking controlled as necessary	14'	24'	8'	10'	78'	98'	1200'	7%	55	<14,800	<24,700	<29,600	<33,400	<37,000
COLLECTOR 4-lane undivided road	—	24'	8'	10'	64'	84'	700'	7%	45	<13,700	<22,800	<27,400	<30,800	<34,200
LIGHT COLLECTOR 2-lane undivided road	—	12'	8'	10'	40'	60'	700'	9%	45	<1,900	<4,100	<7,100	<10,900	<16,200
RURAL COLLECTOR 2-lane undivided road, extra R/W allows greater flexibility & upgrade	—	12'	8'	22'	40'	84'	500'	12%	40	<1,900	<4,100	<7,100	<10,900	<16,200
RURAL LIGHT COLLECTOR 2-lane undivided road, decreased "curve radii" standards	—	12'	8'	10'	40'	60'	500'	12%	40	<1,900	<4,100	<7,100	<10,900	<16,200
RURAL MOUNTAIN 2-lane undivided road appropriate only in rural mountain areas	—	12'	8'	30'	40'	100'	500'	12%	40	<1,900	<4,100	<7,100	<10,900	<16,200
RECREATIONAL PARKWAY Recreational routes for travel pleasure purposes	—	12'	8'	30'	40'	100'	400'	12%	25	<1,900	<4,100	<7,100	<10,900	<16,200
NON-CIRCULATION ROADS														
RESIDENTIAL COLLECTOR	—	12'	8'	10'	40'	60'	300'	12%	30	<4,500	Levels of service are not applied to non-circulation roads since their primary purpose is to serve abutting lots, not carry through traffic. Levels of service normally apply to roads carrying through traffic between major trip generators and attractors. Not all non-circulation road classifications are shown.			
RESIDENTIAL STREET	—	12'	6'	10'	36'	56'	200'	15%	30	<1,500				
RESIDENTIAL LOOP/CUL-DE-SAC	—	12'	4'	10'	32'	52'	200'	15%	30	<200				

*Additional pavement and R/W may be required for C.E. Collectors and LL Collectors in Industrial/Commercial Zones, 4 and 12 B, respectively. C.E. roads needing additional turn lanes will require an additional 12 to 14 ft. of pavement and R/W for each lane. C.E. roads designated with Bike Lanes will require an additional 10 ft. of pavement and R/W.

†For full standards, refer to Public Road Standards, adopted by the Board of Supervisors on 2/26/92

Figure 3-3
Existing Circulation System



Legend

- Number of Through Lanes
2D D=Divided U=Undivided
- Stop Sign
- Four-way Stop



Endo Engineering



Not to Scale

Deer Springs Road is currently a two-lane undivided roadway with a diamond interchange with Interstate 15. Deer Springs Road has one travel lane and a left-turn lane in each direction on the freeway over crossing. Deer Springs Road is master planned as a major and is controlled by a four-way stop at Champagne Boulevard. East of Champagne Boulevard, Deer Springs Road becomes Mountain Meadow Road and is classified as a collector.

3.2 Current Traffic Volumes

Evening peak hour manual turning movement counts were made by Endo Engineering staff on January 26, 1994 at eight intersections in the project vicinity. The count data was collected to establish: (1) the extent to which the current peak hour intersection capacities are being utilized by existing traffic volumes, (2) daily 2-way traffic volume estimates where count data collected by local jurisdictions is currently unavailable, and (3) the directional orientation of traffic in the project area. Peak hour count data for the key intersections is provided in the Appendix.

The San Diego Association of Governments (SANDAG) annually publishes a traffic flow map that reflects the findings of traffic count programs of various governmental agencies (i.e. the City of Escondido, the City of Temecula, San Diego County, Caltrans etc.). Figure 3-4 illustrates count data derived from *Average Weekday Traffic Volumes 1988-1992* by SANDAG which was based upon 24-hour counts. Figure 3-4 also includes the daily estimates made from peak hour count data.

Seasonal fluctuations in traffic volumes are quantified by Caltrans on State Highways. On Interstate 15 the peak month average daily traffic (ADT) of 25,500 vehicles per day is 7 percent larger than the annual average daily traffic (AADT) north of Deer Springs Road (23,900 AADT). Peak hour volumes (2,150 vehicles per hour) currently comprise 9 percent of the AADT on Interstate 15 north of Deer Springs Road.¹

3.3 Roadway Capacity Considerations

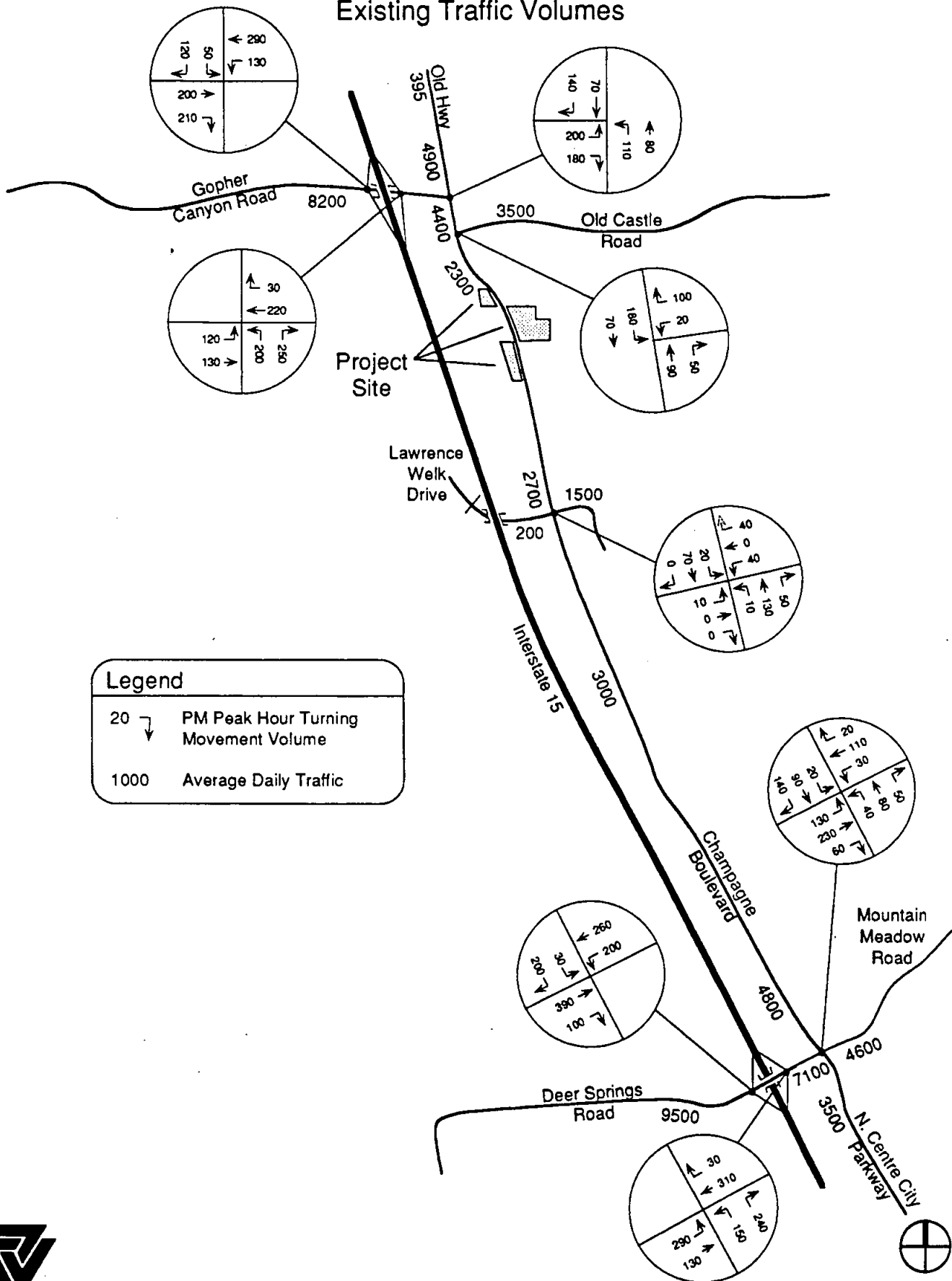
Roadway capacity has been defined as the maximum number of vehicles that can pass over a given roadway during a given time period under prevailing roadway and traffic conditions. By comparison, levels of service are a relative measure of driver satisfaction, with values ranging from A (free flow) to F (forced flow) which are described in the Appendix. Levels of service (LOS) reflect a number of factors such as speed and travel time, traffic interruptions, vehicle delay, freedom to maneuver, driver comfort and convenience, safety and vehicle operating costs.

An important distinction exists between the concepts of capacity and levels of service. A given lane or roadway may provide a wide range of service levels depending upon traffic volumes and speeds, but it has only one maximum capacity. The maximum capacity is determined from roadway factors (such as lane widths, lateral clearance, shoulders, surface conditions, alignment and grades) as well as traffic factors (such as vehicle composition i.e. truck and bus mix, distribution by lane, peaking characteristics, traffic control devices, intersections, etc.). It is usually given as the hourly service volume at the upper limit of LOS E.

Figure 3-2 presents the maximum daily vehicle volume for each level of service on typical roadway facility types throughout San Diego County. These volumes are affected by such site specific factors as the number and configuration of intersections, the degree of access

1. Caltrans, *1992 Traffic Volumes on California State Highways*.

Figure 3-4
Existing Traffic Volumes



Endo Engineering



Not to Scale

control, roadway grades, substandard design geometrics (horizontal and vertical alignment), sight distance, the level of truck and bus traffic, the percentage of turning movements, and the level of pedestrian and bicycle traffic.

San Diego County recommends the use of the daily volume at the upper limit of LOS C as the "design capacity" for link analysis and evaluation purposes except in existing urbanized areas, where the volume at the upper limit of LOS D is considered acceptable. LOS C is a stable flow condition in which traffic volume and vehicle density restrict the freedom of individual motorists to select speed, change lanes, or pass.

The daily volumes at the upper limit of LOS E shown in Figure 3-2 reflect the absolute "maximum capacity" under ideal conditions (assuming improvement to full County standards under optimum operating conditions). Level of service E operation is characterized by unstable flows, extremely high volumes, limited operating speeds, and intermittent vehicle queuing. LOS D is typically considered acceptable for freeway applications because of the expense incurred in providing LOS C operating conditions on freeways.

3.4 Daily Link Analysis

A comparison of the daily traffic volumes (shown in Figure 3-4) along each roadway link in the project vicinity to the volumes shown in Figure 3-2 at the upper limit of each level of service, allows the current daily LOS to be determined along each link. When the current ADT is divided by the capacity in Figure 3-2 at the upper limit of LOS C (the "design capacity") for the roadway, a volume-to-capacity ratio is determined which quantifies the portion of the "design capacity" associated with each link that is being utilized by the traffic volumes present.

Therefore, a volume-to-capacity (V/C) ratio of 1.0 indicates that the facility is handling the maximum traffic volume that it can accommodate while maintaining the level of service deemed appropriate for design purposes (LOS C for links). Smaller volume-to-capacity ratios imply better operational characteristics and levels of service. Ratios larger than 1.0 indicate a roadway that is carrying more traffic at present on a daily basis than is deemed appropriate by the County.

Table 3-1 shows the current daily V/C ratios and corresponding levels of service on area roadways. Current daily volume-to-capacity ratios on the links analyzed in the project vicinity range from 0.03 (LOS A) to 1.77 (LOS E). Deer Springs Road and one link on Gopher Canyon Road experience daily travel demands which currently exceed the design capacity at the upper limit of LOS C. The roadway links on Deer Springs Road are currently operating at LOS E and D.

It should be noted that V/C ratios usually reflect mid-block operations based upon daily traffic volumes and capacities derived from the number of through lanes available on each roadway. More detailed analyses typically include an evaluation of peak hour capacity at key intersections. Since peak hour traffic creates the heaviest demand on the circulation system, and since the lane configuration at intersections is the limiting factor in roadway capacity, peak hour intersection capacity analyses are useful indicators of "worst-case" conditions.

Table 3-1
Current Daily Volume-To-Capacity Ratio
and Level of Service Summary

Roadway Link	A.D.T. ^a (Veh/Day)	Design Capacity ^b (Veh/Day)	V/C Ratio	Level of Service ^c
Interstate 15				
- North of Gopher Canyon Road	57,000	95,000	0.60	B
- South of Deer Springs Road	65,000	95,000	0.68	B
Champagne Boulevard				
- North of Gopher Canyon Road	4,900	7,100	0.69	C
- North of Old Castle Road	4,600	7,100	0.65	C
- North of Project Site	2,300	7,100	0.32	B
- North of Lawrence Welk Drive	2,700	7,100	0.38	B
- North of Deer Springs Road	6,200	7,100	0.87	C
North Centre City Parkway				
- South of Deer Springs Road 1991	3,700	7,100	0.52	B
Gopher Canyon Road				
- West of Interstate 15	7,300	7,100	1.03	D
- East of Interstate 15 1989	4,000	27,400	0.15	A
Old Castle Road				
- East of Champagne Boulevard	3,700	7,100	0.52	B
Lawrence Welk Drive				
- West of Champagne Boulevard	200	7,100	0.03	A
- East of Champagne Boulevard	1,500	7,100	0.21	A
Deer Springs Road				
- West of Interstate 15	12,600	7,100	1.77	E
- East of Interstate 15 1989	8,000	7,100	1.13	D
Mountain Meadow Road				
- East of Champagne Boulevard	5,400	7,100	0.76	C

a. These values represent the largest ADT for each link shown in Figure 3-4.

b. These values represent the daily volume at the upper limit of LOS C for each link per Figure 3-2.

c. These designations were determined by comparing the ADT shown for each link to the daily volume at the upper limit of each LOS shown in Figure 3-2 to establish which LOS applies to each link at present.

3.5 Highway Capacity Manual (HCM) Analysis

The County of San Diego requires the use of the 1985 *Highway Capacity Manual* (HCM) methodology for evening peak hour analyses at key intersections in the project vicinity. For a general discussion of this methodology, please refer to the Appendix.

The HCM values were calculated utilizing the lane geometrics shown in Table 3-2. Existing HCM and level of service values for the key intersections are provided in Table 3-3 and Table 3-4. As shown in these tables, four of the eight key unsignalized intersections currently operate at acceptable levels of service (LOS C or better) during the evening peak hour.

Table 3-2
Existing Intersection Lane Geometrics^a

Intersection	Northbound			Southbound			Eastbound			Westbound		
	T	R	L	T	R	L	T	R	L	T	R	L
Gopher Canyon Road at												
- Interstate 15 SB Ramps ^b	0	0	0	1	1	0	1	1	0	2	0	1
- Interstate 15 NB Ramps	1	1	0	0	0	0	2	0	1	2	0	0
- Champagne Boulevard	1	0	1	1	0	0	0	1	1	0	0	0
Old Castle Road at												
- Champagne Boulevard	1	0	0	1	0	1	0	0	0	0	1	1
Lawrence Welk Drive at												
- Champagne Boulevard	1	1	1	1	0	1	1	0	0	1	1	0
Deer Springs Road at												
- Interstate 15 SB Ramps ^c	0	0	0	1	0	0	1	0	0	1	0	1
- Interstate 15 NB Ramps ^c	1	0	0	0	0	0	1	0	1	1	0	0
- Champagne Boulevard	1	0	0	1	0	0	1	0	1	1	0	0

- a. T = Through Lane; R = Exclusive Right Turn Lane; L = Exclusive Left Turn Lane.
b. Although the approach is only striped for one lane, the width of the eastbound approach allows motorists making right-turns to queue separately from the left and through movements queues.
c. Although the ramp is only striped for one lane, the width of the off ramp allows motorists making right-turns to queue separately from the left and through movements queues.

Table 3-3
Existing Level of Service at
Unsignalized Intersections

Intersection	Critical Move ^a	Reserve Capacity (pcph)	Level of Service ^b
Gopher Canyon Road at			
- Interstate 15 SB Ramps	SBL	103	D
- Interstate 15 NB Ramps	NBL	168	D
- Champagne Boulevard	EBL	228	C
Old Castle Road at			
- Champagne Boulevard	WBL	376	B
Lawrence Welk Drive at			
- Champagne Boulevard	EBL	423	A
Deer Springs Road at			
- Interstate 15 SB Ramps	SBL	72	E
- Interstate 15 NB Ramps	NBL	21	E

- a. Critical move is the movement with the smallest reserve capacity (e.g. SBL is the southbound left-turn).
b. The LOS was determined from the reserve capacity table in the Appendix that details the relationship between the reserve capacity in passenger cars/hour (pcph) and the LOS.

Table 3-4
Existing Level of Service at
All-Way Stop Controlled Intersections^a

Intersection	Average Delay (Seconds)	Level of Service
Deer Springs Road at - Champagne Boulevard	6	B

a. See the Appendix for the worksheet.

4.0 CIRCULATION IMPACT ANALYSIS

Several steps were required to estimate project-related traffic volumes at various points on the street network. First, the daily and peak hour traffic volumes which will be generated by the proposed development were determined, based upon the land use quantities and appropriate trip generation rates. Project-related traffic was then geographically distributed to current and future major origins and destinations of trips based upon the SANDAG Series 7 select zone modeling. Finally, the peak hour and daily project-related traffic volumes were determined on a route-by-route basis.

4.1 Traffic Generation Forecast

The potential trip generation from on-site development was determined from trip generation rates in SANDAG's *San Diego Traffic Generators* (Revised October 1993). The trip generation forecast for the project is shown in Table 4-1. Upon careful examination of the proposed Specific Plan Amendment, most of the ancillary uses have been combined with the major trip generators in each planning area. In Area A, the lounge is at the far end of the motel parking lot, and was assumed to be part of the facilities of the motel.

There are three different centers of activity that are connected by one loop access road within Planning Areas B and C. Planning Area B includes a retail and entertainment center that is comprised of restaurants and specialty shops, strategically located between the parking and entertainment opportunities (i.e. a 1200-seat amphitheater and two 200-seat theaters). The amphitheater is scheduled to have an 8 PM starting time, which is well after the peak hour of adjacent street traffic. Early arrivals to the amphitheater may visit the restaurants or the specialty shops. Visitors to the retail and entertainment center will tend to visit multiple uses. For simplicity, and to provide a conservative analysis, the specialty shops and the restaurants were assumed to be the primary uses, and the entertainment facilities were assumed to be ancillary uses.

In addition to the retail and entertainment center, Planning Area B includes a conservatory that provides an environment for plants from various climatic regions. Of the 44,000 square feet, approximately 90% of the conservatory will be utilized as growing areas, and approximately 10% of the floor space will be utilized as visitor viewing areas. Strategically located between the conservatory and the parking area are specialty shops that provide retail opportunities for visitors to the conservatory. Adjacent to the conservatory is an 11,000 square foot administration building for the retail and entertainment center, as well as the conservatory and adjacent uses. Since visitors to the conservatory will also tend to visit the specialty retail uses, restaurants, or the hotel, the conservatory was considered an ancillary use for trip generation purposes. The administration building was evaluated as a standard commercial office use.

Planning Area C includes two hotels with a total of 280 rooms. The ancillary uses to the hotels include a chapel, a health spa, a conference center, and a hotel administration building. Because of the ancillary uses, the trip generation forecast for the hotels was developed based on the "hotel with facilities" category in SANDAG's *San Diego Traffic Generators*.

In addition to the hotel uses, there is a 4,500 square foot education center shown in Planning Area C. This site is planned to serve as an extension to the conservatory, and will provide additional information about the plant exhibits. The education center is anticipated to be an ancillary use. Visitors to the education center are expected to patronize the retail shops, restaurants and/or hotels.

Table 4-1
Project-Related Trip Generation

Land Use	Units	AM Peak Hour			PM Peak Hour			Daily 2-Way
		In	Out	Total	In	Out	Total	
Trip Generation Rates								
Serv. Stat/Conv.	1 Spaces	6.00	6.00	12.00	60.00	60.00	120.00	150.00
Hotel w/facilities	1 Room	0.36	0.24	0.60	0.48	0.32	0.80	10.00
Specialty Retail	1 TSF	0.72	0.48	1.20	1.80	1.80	3.60	40.00
Quality Restaurant	1 TSF	0.60	0.40	1.00	5.60	2.40	8.00	100.00
Administration	1 TSF	2.52	0.28	2.80	0.52	2.08	2.60	20.00
Warehousing	1 TSF	1.05	0.45	1.50	0.64	0.96	1.60	10.00
Motel	1 Room	0.32	0.48	0.80	0.54	0.36	0.90	10.00
Single family	1 Det Unit	0.16	0.64	0.80	0.70	0.30	1.00	10.00
Rural Estates	1 Det Unit	0.19	0.77	0.96	0.84	0.36	1.20	12.00
4-yr University	1 Student	0.02	0.00	0.02	0.01	0.02	0.03	2.50
Area A								
Serv. Stat/Conv.	4 Spaces	24	24	48	240	240	480	600
Hotel w/facilities	60 Room	22	14	36	29	19	48	600
Subtotal		46	38	84	269	259	528	1,200
Area B								
Specialty Retail	8 TSF	6	4	10	14	14	28	320
Quality Restaurant	10 TSF	6	4	10	56	24	80	1,000
Specialty Retail	13 TSF	9	6	15	23	23	46	520
Administration	11 TSF	28	3	31	6	23	29	220
Subtotal		49	17	66	99	84	183	2,060
Area C								
Hotel w/facilities	120 Room	43	29	72	58	38	96	1,200
Hotel w/facilities	160 Room	58	38	96	77	51	128	1,600
Subtotal		101	67	168	135	89	224	2,800
Area D								
Hotel w/facilities	20 Room	7	5	12	10	6	16	200
Warehousing	18 TSF	9	4	13	6	9	15	90
Specialty Retail	1.6 TSF	1	1	2	3	3	6	60
Subtotal		17	10	27	19	18	37	350
Area E								
Motel	60 Room	17	26	43	29	19	48	540
Specialty Retail	5 TSF	4	2	6	9	9	18	200
Quality Restaurant	17.5 TSF	11	7	18	98	42	140	1,750
Subtotal		32	35	67	136	70	206	2,490
Total		245	167	412	658	520	1,178	8,900
Cumulative Projects								
Escondido Highlands	691 DU	111	442	553	484	207	691	6,910
	39 Rur Est	8	30	38	33	14	47	470
White Water Cyn Pk ^c	3500 peop				50	250	300	2,000
CSU San Marcos	13,374 stud	301	33	334	90	211	301	33,440
Total		420	505	925	657	682	1,339	42,820

a. Factors derived from *San Diego Traffic Generators*, SANDAG, revised October, 1993.

b. Daily projections were rounded to the nearest 10 trips.

c. Trip generation taken from Linscott, Law & Greenspan "Whitewater Canyon Waterpark Traffic Impact Study," May, 1992.

Planning Area D includes existing uses and expansions to existing facilities. The trip generation shown in Table 4-1 includes the new or expanded uses. The primary new use is a 20-room bed and breakfast. A 900 square foot cafe is proposed as an ancillary use to the bed and breakfast. Additional new trip generators include a small retail area at the existing winery to sell wine, and an expansion to an existing warehouse.

Planning Area E includes a motel, retail, and restaurant uses. Although the retail and the restaurant could be considered a support use for the motel, the 600 to 1,000-foot separation between the uses suggests that the trip generation should be based upon individual land uses. The restaurant uses are anticipated to be quality restaurants.

Rather than create trip generation for the unique ancillary uses and then estimate trip overlap on-site, the trip generation will assume that trips to an ancillary use will be made by visitors to a primary use on-site. To insure a conservative analysis, the study will assume that there is no trip overlap between the primary uses.

Table 4-1 shows the trip generation rates utilized and the daily and peak hour trip generation forecast for the project as currently proposed. Of the 8,900 daily trips generated by the proposed development on-site, 1,178 trips (658 inbound and 520 outbound) will occur during the evening peak hour (between 4:00 and 6:00 PM). During the morning peak hour (between 7:00 and 9:00 AM), 412 vehicles will either enter or leave the site (245 inbound and 167 outbound).

Table 4-1 also shows the trip generation of cumulative projects in the vicinity (as shown in Figure 4-1). Of the 42,820 cumulative daily trips generated, 1,339 trips (657 inbound and 682 outbound) will occur during the evening peak hour (between 4:00 and 6:00 PM) and 925 trips (420 inbound and 505 outbound) will occur during the morning peak hour.

4.2 Trip Distribution and Assignment

Traffic distribution is the determination of the directional orientation of traffic. It is based upon the geographical location of the site and land uses which will serve as trip origins and destinations.

Traffic assignment is the determination of which specific routes project-related traffic will use, once the generalized traffic distribution is determined. The basic factors affecting route selection are minimizing time and distance. Other considerations might be the aesthetic quality of alternate routes, street grades, number of turning maneuvers, and avoidance of congestion. Site access locations directly affect the project traffic assignment.

The traffic assignment for this project is based upon the SANDAG Series 7 Model select zone runs. Figure 4-2 illustrates the newly generated project-related traffic assignment with the proposed project, including two-way weekday and evening peak hour traffic volume projections associated with build-out on-site. Figure 4-3 illustrates the traffic assignment associated with the cumulative projects in the vicinity.

4.3 Future Daily Traffic Conditions

Once the project-related increase in traffic volumes is accounted for on the surrounding street network, the traffic impact to the future network can be assessed based upon the daily volume-to-capacity (V/C) ratios along the key roadway links. Future impacts are determined by adding project-related traffic volumes to existing traffic volumes, then adding traffic from known cumulative projects, and calculating the V/C ratios for each scenario.

Figure 4-1
Cumulative Project Locations

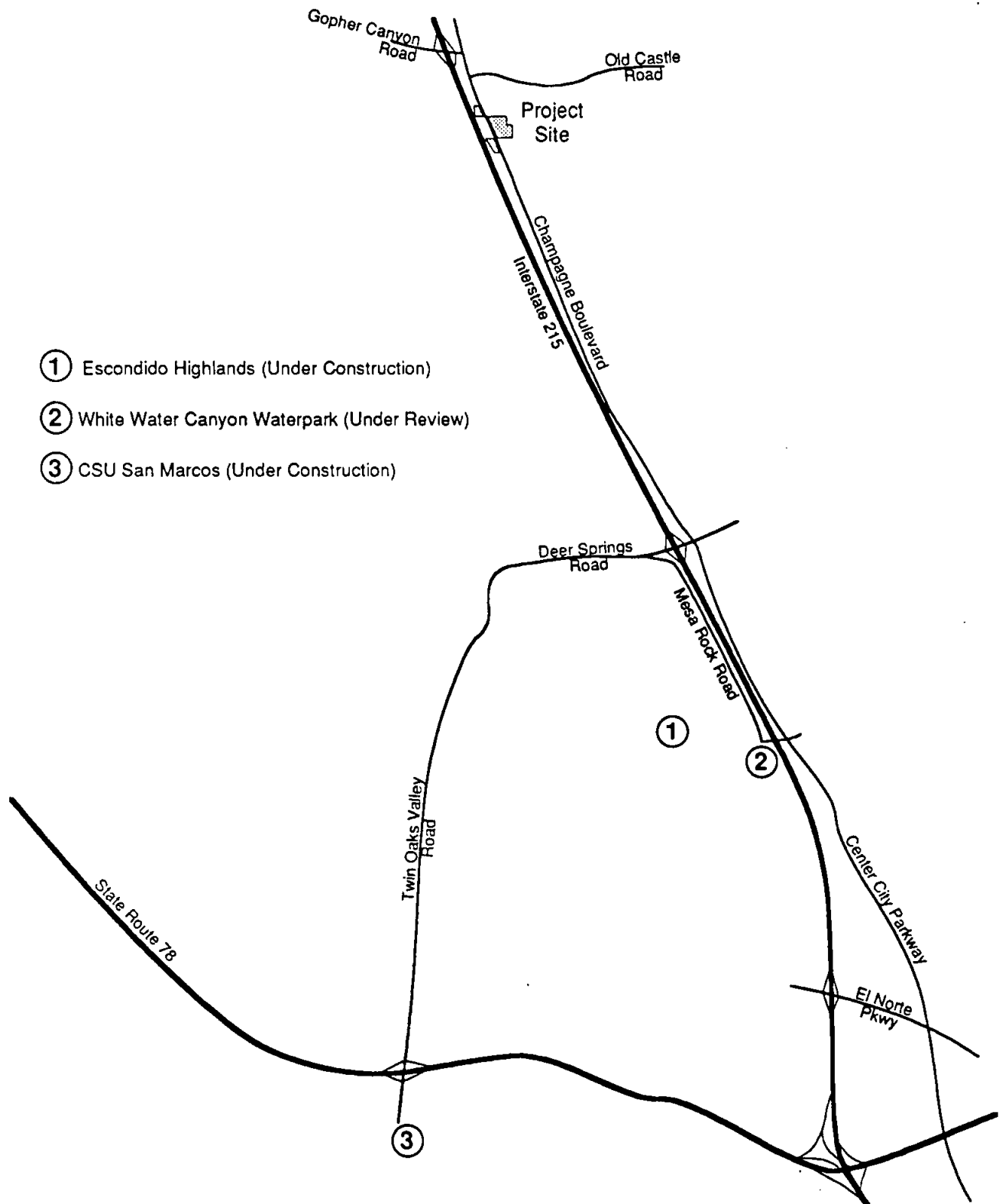
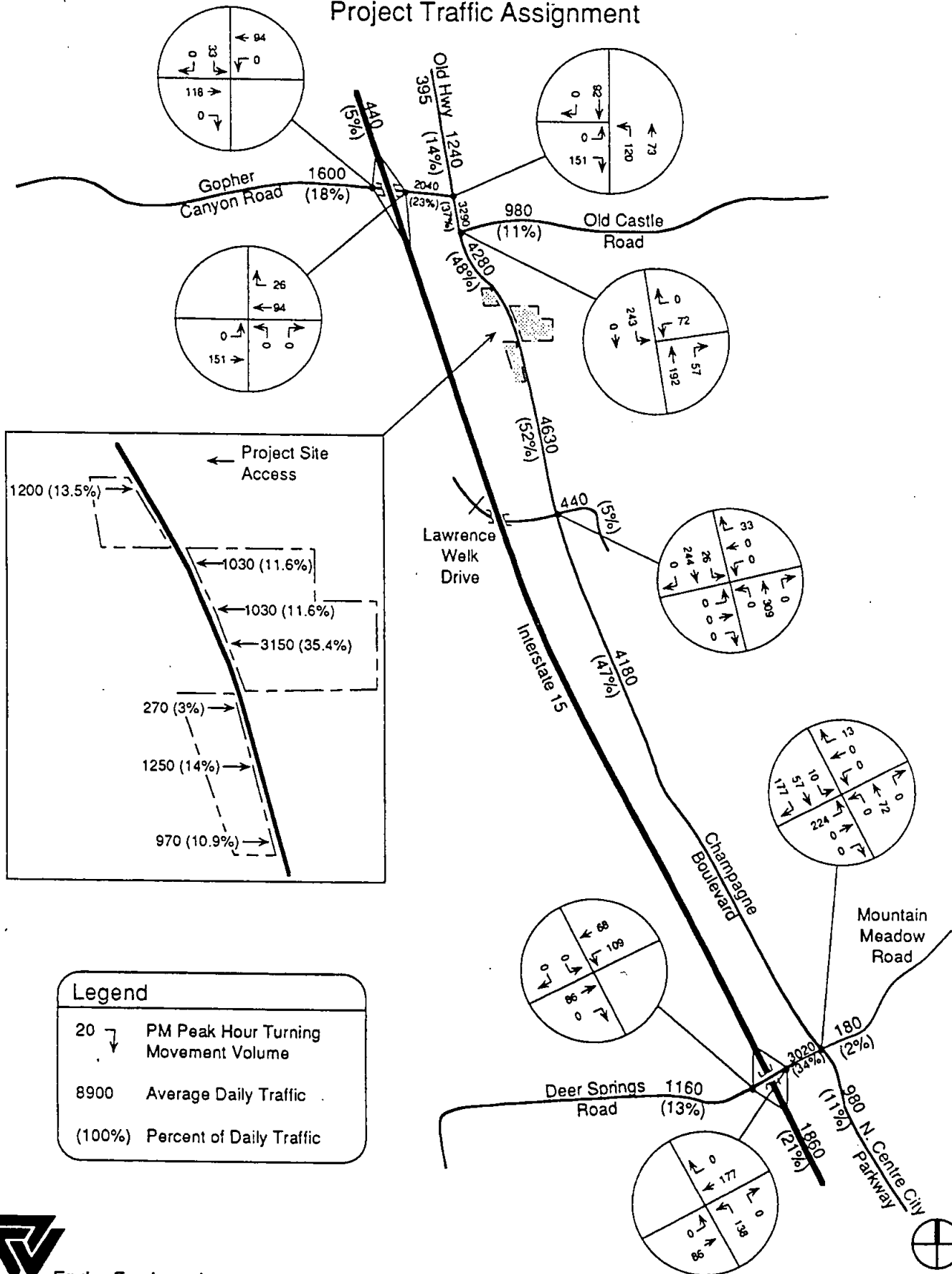


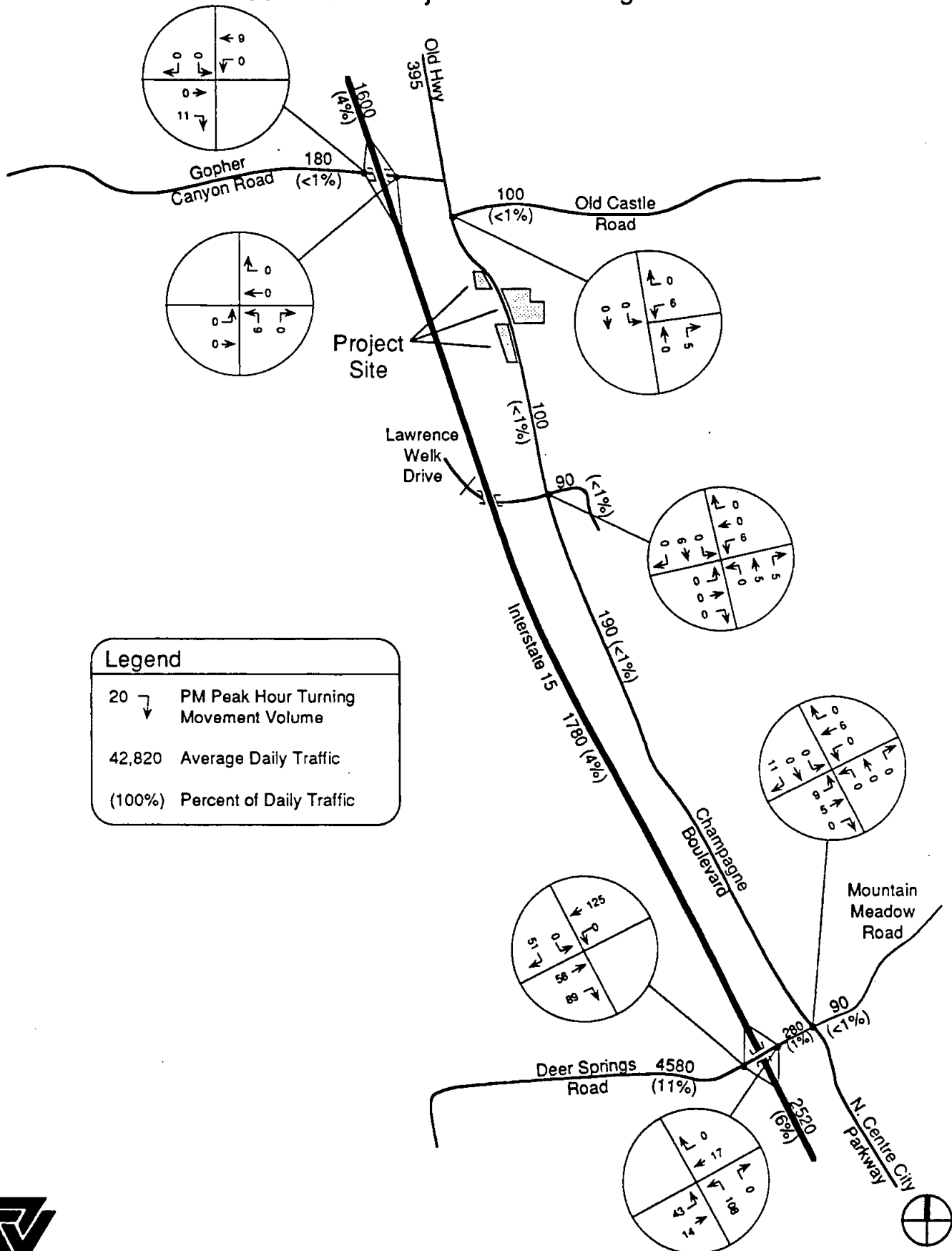
Figure 4-2
Project Traffic Assignment



Endo Engineering

Not to Scale

Figure 4-3
Cumulative Projects Traffic Assignment



Endo Engineering

Not to Scale

The V/C ratio analysis is intended to demonstrate: (1) what roadway improvements will be needed to accommodate project-related traffic, and (2) whether or not the master planned circulation system will be adequate to meet the travel demands generated by the project. Rapid growth in any area generates temporary capacity constraints at some locations pending master planned improvements.

Existing+Project Daily Analysis

The existing+project daily traffic volumes are shown in Figure 4-4. Table 4-2 presents the existing+project daily V/C ratios. The project is expected to be built out by the year 2010; however existing roadway geometrics were assumed in this analysis to determine if improvements will be needed to accommodate project-related traffic. As shown in Table 4-2, eleven of the seventeen links analyzed would operate with acceptable levels of service on a daily basis with existing geometrics. Six links with projected levels of service D or E along Champagne Boulevard, Gopher Canyon Road, and Deer Springs Road would require improvements to accommodate existing-plus-project traffic at acceptable levels of service.

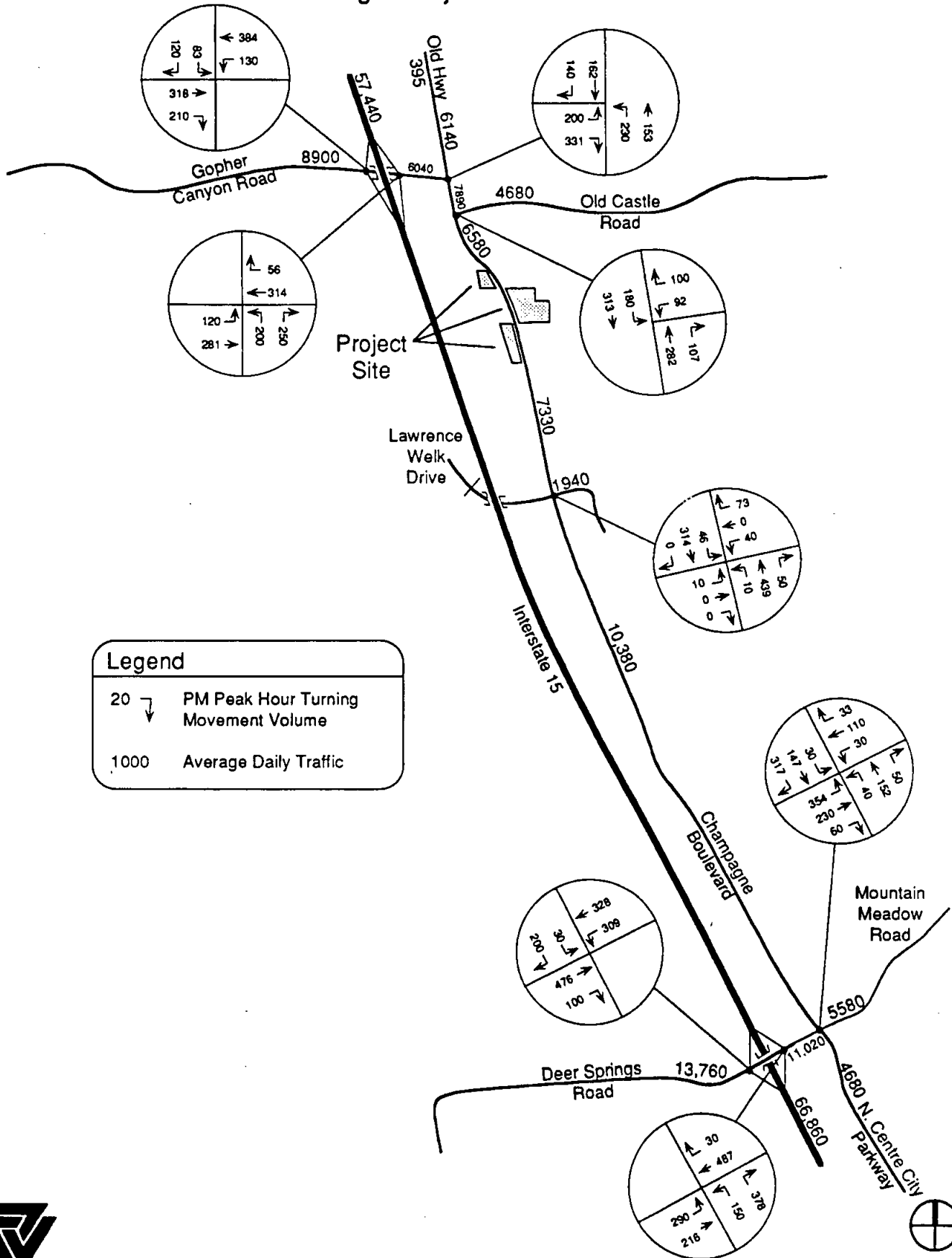
Table 4-2
Existing+Project Daily V/C Ratio and LOS Summary

Roadway Link	Project ADT ^a	Ex+Project ADT	Capacity (VPD) ^b	Ex+Project V/C	LOS
Interstate 15					
- North of Gopher Canyon Road	440	57,440	95,000	0.60	B
- South of Deer Springs Road	1,860	66,860	95,000	0.70	B
Champagne Boulevard					
- North of Gopher Canyon Road	1,240	6,140	7,100	0.86	C
- North of Old Castle Road	3,290	7,890	7,100	1.11	D
- North of Project Site	4,280	6,580	7,100	0.93	C
- North of Main Project Access	4,320	6,620	7,100	0.93	C
- South of Main Project Access	4,530	6,830	7,100	0.96	C
- North of Lawrence Welk Drive	4,630	7,330	7,100	1.03	D
- North of Deer Springs Road	4,180	10,380	7,100	1.46	D
North Centre City Parkway					
- South of Deer Springs Road	980	4,680	7,100	0.66	C
Gopher Canyon Road					
- West of Interstate 15	1,600	8,900	7,100	1.25	D
- East of Interstate 15	2,040	6,040	27,400	0.22	A
Old Castle Road					
- East of Champagne Boulevard	980	4,680	7,100	0.66	C
Lawrence Welk Drive					
- East of Champagne Boulevard	440	1,940	7,100	0.27	B
Deer Springs Road					
- West of Interstate 15	1,160	13,760	7,100	1.94	E
- East of Interstate 15	3,020	11,020	7,100	1.55	E
Mountain Meadow Road					
- East of Champagne Boulevard	180	5,580	7,100	0.79	C

a. Assumes the daily trip generation as shown in Table 4-1 for the proposed project.

b. These values represent the "design capacity" for each link in vehicles per day based on existing improvements.

Figure 4-4
Existing + Project Traffic Volumes



A comparison of the existing and the existing+project daily V/C ratios and levels of service on roadways in the vicinity is provided in Table 4-3. The comparison indicates that with existing lane geometrics the LOS will change on ten links as a result of project-related traffic. Three links along Champagne Boulevard will change from acceptable to unacceptable levels of service if no improvements are made prior to project build-out. Project-related traffic will also contribute to unacceptable levels of service that currently exist along Deer Springs Road.

Table 4-3
Project-Related Change In V/C Ratio and LOS

Roadway Link	Existing V/C	Existing LOS	Ex+Proj V/C	Ex+Proj LOS	Increase In V/C	Change In LOS
Interstate 15						
- North of Gopher Canyon Road	0.60	B	0.60	B	0.00	No
- South of Deer Springs Road	0.68	B	0.70	B	0.02	No
Champagne Boulevard						
- North of Gopher Canyon Road	0.69	C	0.86	C	0.17	No
- North of Old Castle Road	0.65	C	1.11	D	0.46	Yes
- North of Project Site	0.32	B	0.93	C	0.61	Yes
- North of Main Project Access	0.32	B	0.93	C	0.61	Yes
- South of Main Project Access	0.32	B	0.96	C	0.64	Yes
- North of Lawrence Welk Drive	0.38	B	1.03	D	0.65	Yes
- North of Deer Springs Road	0.87	C	1.46	D	0.59	Yes
North Centre City Parkway						
- South of Deer Springs Road	0.52	B	0.66	C	0.14	Yes
Gopher Canyon Road						
- West of Interstate 15	1.03	D	1.25	D	0.22	No
- East of Interstate 15	0.15	A	0.22	A	0.07	No
Old Castle Road						
- East of Champagne Boulevard	0.52	B	0.66	C	0.14	Yes
Lawrence Welk Drive						
- East of Champagne Boulevard	0.21	A	0.27	B	0.06	Yes
Deer Springs Road						
- West of Interstate 15	1.77	E	1.94	E	0.17	No
- East of Interstate 15	1.13	D	1.55	E	0.42	Yes
Mountain Meadow Road						
- East of Champagne Boulevard	0.76	C	0.79	C	0.03	No

Increases in the daily V/C ratio resulting from the project will range from 0.00 to 0.65. The largest increases in daily V/C will occur on Champagne Boulevard in the vicinity of the project.

In summary, the daily impact analysis findings show that Gopher Canyon Road and Deer Springs Road, in the vicinity of the freeway interchanges will operate at unacceptable levels of service with or without the project. Project-related traffic volumes will contribute to unacceptable levels of service on Champagne Boulevard, if no improvements are made beyond existing conditions.

Existing+Project+Cumulative Projects Daily Analysis

The existing+project+cumulative daily traffic volumes are shown in Figure 4-4. The existing+project+cumulative daily V/C ratios are shown in Table 4-4 and assume existing roadway geometrics. As shown therein, eight of the thirteen links analyzed would operate with acceptable levels of service on a daily basis with existing geometrics. The five links projected to experience unacceptable levels of service on a daily basis are along Champagne Boulevard, Gopher Canyon Road, and Deer Springs Road.

Table 4-4
Existing+Project+Cumulative Daily V/C Ratio and LOS Summary

Roadway Link	Cum.Proj. ADT ^a	Ex+Proj+Cum ADT	Capacity (VPD) ^b	Ex+Proj+Cum V/C	LOS
Interstate 15					
- North of Gopher Canyon Road	1,600	59,040	95,000	0.62	B
- South of Deer Springs Road	2,520	69,380	95,000	0.73	B
Champagne Boulevard					
- North of Gopher Canyon Road	0	6,140	7,100	0.86	C
- North of Old Castle Road	0	7,890	7,100	1.11	D
- North of Project Site	100	6,680	7,100	0.94	C
- North of Main Project Access	100	6,720	7,100	0.95	C
- South of Main Project Access	100	6,930	7,100	0.98	C
- North of Lawrence Welk Drive	100	7,430	7,100	1.05	D
- North of Deer Springs Road	190	10,570	7,100	1.49	D
North Centre City Parkway					
- South of Deer Springs Road	0	4,680	7,100	0.66	C
Gopher Canyon Road					
- West of Interstate 15	180	9,080	7,100	1.28	D
- East of Interstate 15	0	6,040	27,400	0.22	A
Old Castle Road					
- East of Champagne Boulevard	100	4,780	7,100	0.67	C
Lawrence Welk Drive					
- East of Champagne Boulevard	90	2,030	7,100	0.29	B
Deer Springs Road					
- West of Interstate 15	4,580	18,340	7,100	2.58	F
- East of Interstate 15	280	11,300	7,100	1.59	E
Mountain Meadow Road					
- East of Champagne Boulevard	90	5,670	7,100	0.80	C

a. Assumes the daily trip generation as shown in Table 4-1 for cumulative projects.

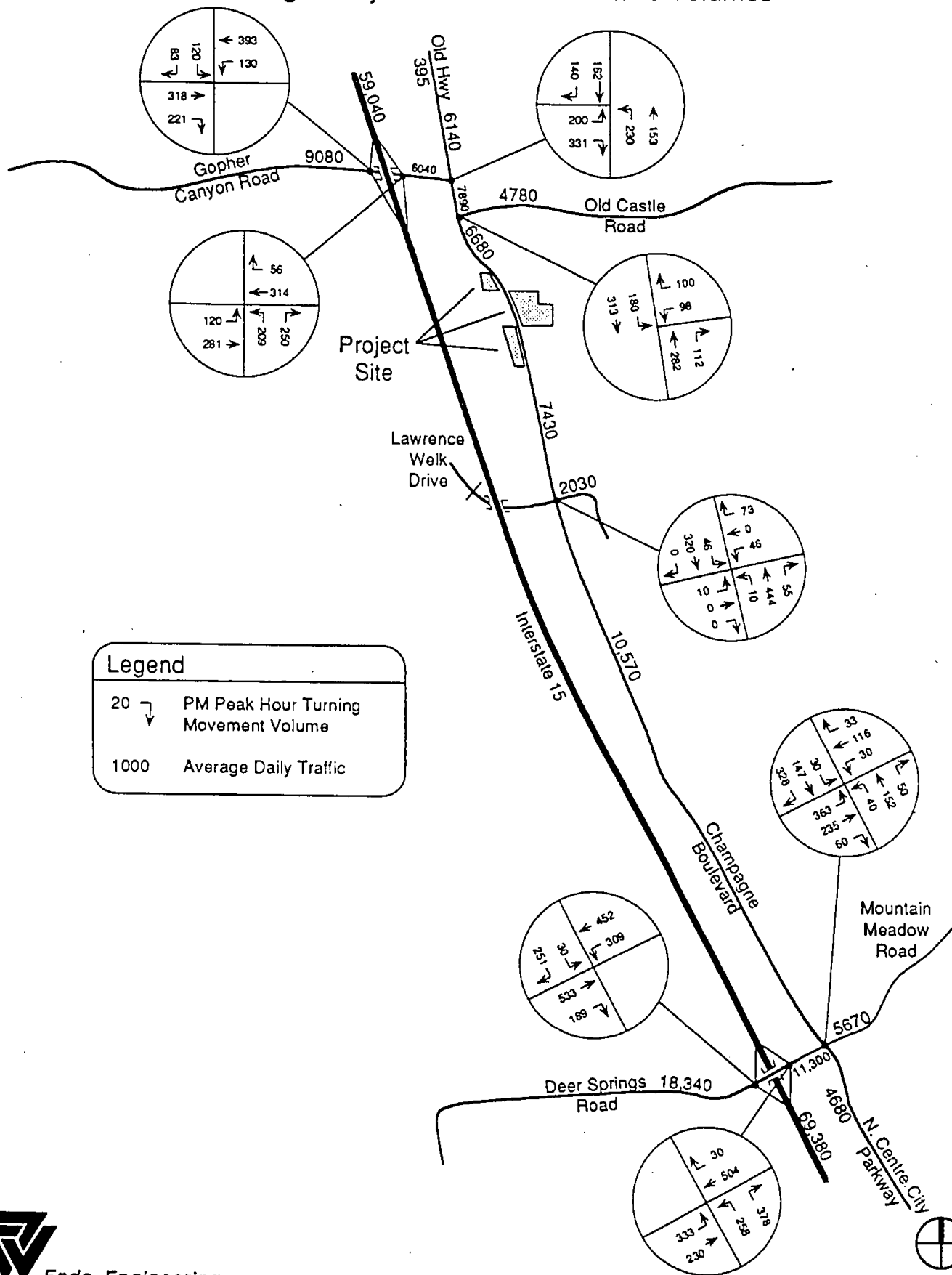
b. These values represent the "design capacity" for each link based on existing improvements.

SANDAG 2010 Daily Forecast Analysis

The San Diego Association of Governments (SANDAG) has developed a TRANPLAN-based model for determining future traffic volumes in the year 2010. Based upon coordination with San Diego County and SANDAG, the appropriate model for the project site is the Series 7 Regional Transportation North County Model. For this analysis, SANDAG developed a zone for the project and determined the 2010 traffic volumes (Figure 4-6). The Series 7 model assumes that roadways will be built to their master planned design classifications in the area.

Figure 4-5

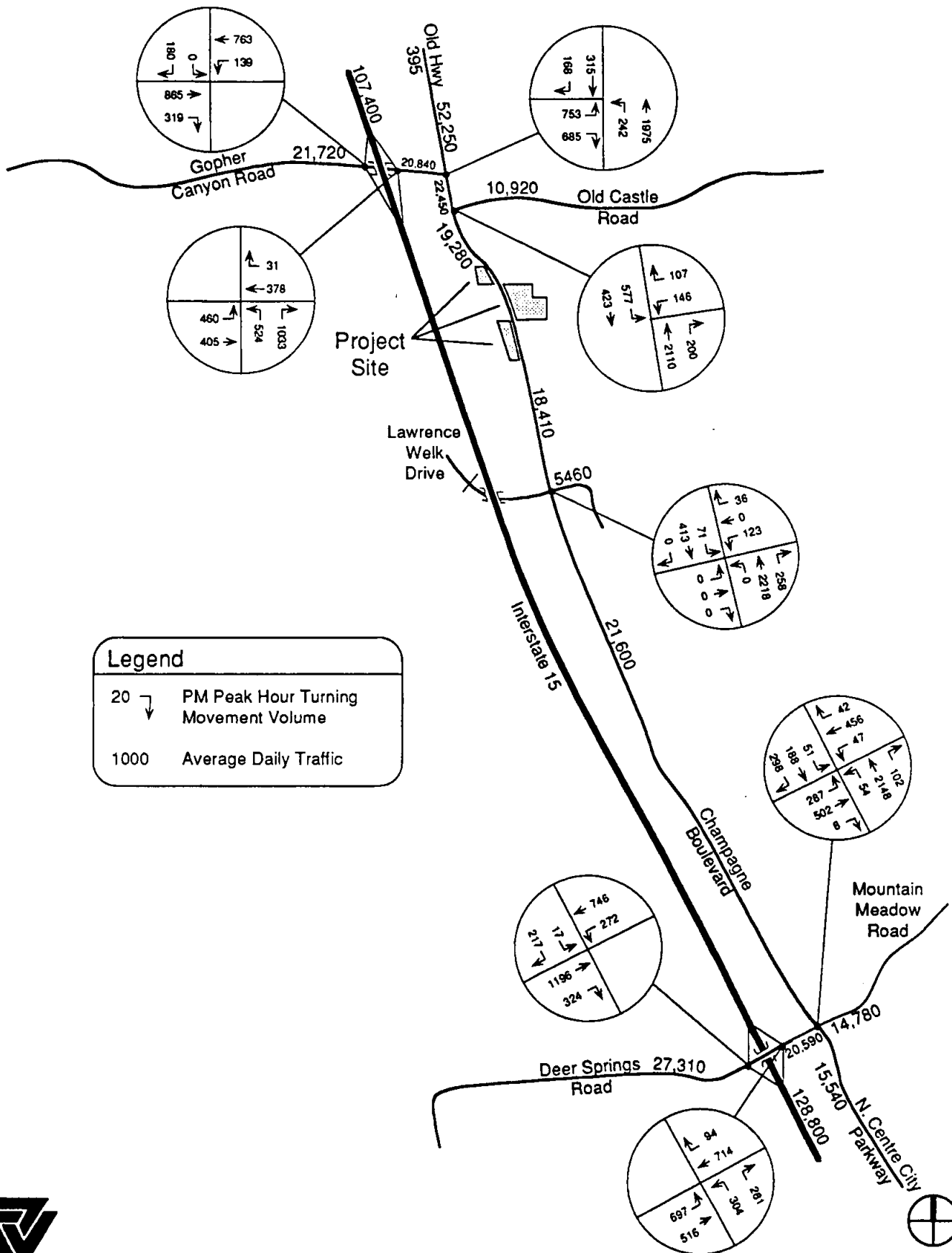
Existing + Project + Cumulative Traffic Volumes



Endo Engineering

Not to Scale

Figure 4-6
Series 7 Traffic Volumes



Legend

- 20 ↘ PM Peak Hour Turning Movement Volume
- 1000 Average Daily Traffic



Endo Engineering



Not to Scale

The Series 7 daily V/C ratios are shown in Table 4-5, assuming future roadway geometrics. As shown in Table 4-5, all of the surface street links analyzed would operate with acceptable levels of service on a daily basis including project-related traffic, assuming master planned geometrics. The Interstate 15 links will operate at LOS E and F under Series 7 conditions.

Table 4-5
Series 7 Daily V/C Ratio and LOS Summary

Roadway Link	Series 7 ADT	Capacity (VPD) ^a	Series 7 V/C	Series 7 LOS
Interstate 15				
- North of Gopher Canyon Road	107,400	95,000	1.13	E
- South of Deer Springs Road	128,800	95,000	1.36	F
Champagne Boulevard				
- North of Gopher Canyon Road	25,250	27,400	0.92	C
- North of Old Castle Road	22,450	27,400	0.82	B
- North of Main Project Access	19,280	27,400	0.70	B
- North of Lawrence Welk Drive	18,410	27,400	0.67	B
- North of Deer Springs Road	21,600	27,400	0.79	B
North Centre City Parkway				
- South of Deer Springs Road	15,540	27,400	0.57	B
Gopher Canyon Road				
- West of Interstate 15	21,720	27,400	0.79	B
- East of Interstate 15	20,840	27,400	0.76	B
Old Castle Road				
- East of Champagne Boulevard	10,920	27,400	0.40	A
Lawrence Welk Drive				
- East of Champagne Boulevard	5,460	7,100	0.77	C
Deer Springs Road				
- West of Interstate 15	27,310	29,600	0.92	C
- East of Interstate 15	20,590	29,600	0.70	B
Mountain Meadow Road				
- East of Champagne Boulevard	14,780	27,400	0.54	B

a. These values represent the "design capacity" for each link based on master planned improvements.

4.4 Future Peak Hour Traffic Impacts

Existing+Project Scenarios

The HCM values for existing+project conditions and existing+project+cumulative conditions were calculated utilizing the lane geometrics shown in Table 3-2. Future HCM and level of service values for unsignalized intersections are provided in Table 4-6 and Table 4-7. As shown in these tables, all of the key unsignalized intersections will operate at unacceptable levels of service if no improvements to existing conditions are made.

Table 4-6
Future Levels of Service at
Unsignalized Intersections^a

Intersection	Existing CM-RC-LOS	Ex+Proj CM-RC-LOS	Ex+Proj+Cum CM-RC-LOS
Gopher Canyon Road at			
- Interstate 15 SB Ramps	SBL-103-D	SBL-7-E	SBL-3-E
- Interstate 15 NB Ramps	NBL-168-D	NBL-24-E	NBL-15-E
- Champagne Boulevard	EBL-228-C	EBL-14-E	EBL-14-E
Old Castle Road at			
- Champagne Boulevard	WBL-376-B	WBL-69-E	WBL-61-E
Lawrence Welk Drive at			
- Champagne Boulevard	EBL-423-A	EBL-121-D	EBL-116-D
Deer Springs Road at			
- Interstate 15 SB Ramps	SBL-72-E	SBL-8-E	SBL-(-14)-F
- Interstate 15 NB Ramps	NBL-21-E	NBL-(-62)-F	NBL-(-206)-F

a. Format is Critical Move-Reserve Capacity-Level of Service (pcph). Negative values are shown in parenthesis.

Table 4-7
Future Levels of Service at
All-Way Stop Controlled Intersections^a

Intersection	Existing Delay-LOS	Ex+Proj Delay-LOS	Ex+Proj+Cum Delay-LOS
Deer Springs Road at			
- Champagne Boulevard	6-B	37-E	43-E

a. See the Appendix for the worksheet.

All of the intersections operating at unacceptable levels of service (except Champagne Boulevard at Lawrence Welk Drive) warrant signalization under existing+project conditions (see Traffic Signal Warrants). Table 4-8 shows the future HCM and level of service values for the key intersections if they were signalized. As shown in this table, all of the key intersections will operate at acceptable levels of service if no improvements to the existing geometrics are made and signals are installed.

As defined by the County of San Diego, the project impacts are significant due to the increases in the V/C at two key intersections: (1) the Interstate 15 southbound ramps at Deer Springs Road and (2) Champagne Boulevard at Deer Springs Road. The cumulative project impacts will be significant at the Interstate 15 southbound ramps at Deer Springs Road.

Table 4-8
Future Levels of Service at
Signalized Intersections^a

Intersection	Existing			Exist+Project			Exist+Proj+Cum		
	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS
Gopher Canyon Road at									
- Interstate 15 SB Ramps	3.8	0.38	A	4.4	0.46	A	4.5	0.47	A
- Interstate 15 NB Ramps	4.0	0.28	A	3.9	0.30	A	4.0	0.30	A
- Champagne Boulevard	5.0	0.30	A	4.3	0.45	A	4.3	0.45	A
Old Castle Road at									
- Champagne Boulevard	3.3	0.21	A	4.4	0.34	A	4.4	0.35	A
Deer Springs Road at									
- Interstate 15 SB Ramps	5.7	0.48	B	6.7	0.58	B	10.9	0.76	B
- Interstate 15 NB Ramps	6.6	0.46	B	8.2	0.64	B	9.0	0.71	B
- Champagne Boulevard	7.0	0.36	B	8.7	0.64	B	8.9	0.66	B

a. Based upon 1985 *Highway Capacity Manual* Signalized Operation Methodology. See the Appendix for HCM worksheets. Delay is average stopped delay in seconds.

Series 7 Scenario

The Series 7 HCM and level of service values for the future unsignalized intersection is provided in Table 4-9. As shown in this table, the key unsignalized intersection will operate at level of service F. This intersection warrants a signal under Series 7 conditions (see Traffic Signal Warrants).

Table 4-10 shows the future HCM and level of service values for the key signalized intersections with the Series 7 traffic volumes. As shown in this table, two of the key intersections will operate at acceptable levels of service if no improvements beyond existing geometrics are made and signals are installed. The remaining six intersections will require improvements beyond existing geometrics to operate at acceptable levels of service. The improvements needed are shown in Table 4-11.

Table 4-9
Series 7 Levels of Service at
Unsignalized Intersections^a

Intersection	Critical Move ^a	Reserve Capacity (pcph)	Level of Service
Lawrence Welk Drive at - Champagne Boulevard	WBL	-117	F

a. Critical move is the movement with the smallest reserve capacity (e.g. SBL is the southbound left-turn).

Table 4-10
Series 7 Level of Service
Signalized Intersection Analysis^a

Intersection	Series 7			Series 7 Mitigated		
	Avg. Delay	V/C Ratio	LOS	Avg. Delay	V/C Ratio	LOS
Gopher Canyon Road at						
- Interstate 15 SB Ramps	5.3	0.95	B	-	-	-
- Interstate 15 NB Ramps	6.8	1.18	B	-	-	-
- Champagne Boulevard	-	-	F	12.4	1.11	B
Old Castle Road at						
- Champagne Boulevard	-	-	F	23.7	1.00	C
Lawrence Welk Drive at						
- Champagne Boulevard	-	-	F	7.9	0.77	B
Deer Springs Road at						
- Interstate 15 SB Ramps	-	-	F	12.4	0.85	B
- Interstate 15 NB Ramps	-	-	F	13.7	0.74	B
- Champagne Boulevard	-	-	F	22.0	0.97	C

a. Based upon 1985 *Highway Capacity Manual* Signalized Operation Methodology. See the Appendix for HCM worksheets. Delay is average stopped delay in seconds.

Table 4-11
Future Intersection Lane Geometrics^a

Intersection	Northbound			Southbound			Eastbound			Westbound		
	T	R	L	T	R	L	T	R	L	T	R	L
Gopher Canyon Road at												
- Champagne Boulevard	<u>2</u>	0	1	1	<u>1</u>	0	0	1	<u>2</u>	0	0	0
Old Castle Road at												
- Champagne Boulevard	<u>2</u>	<u>1</u>	0	1	0	<u>2</u>	0	0	0	0	1	1
Lawrence Welk Drive at												
- Champagne Boulevard	<u>2</u>	1	1	1	0	1	1	0	0	1	1	0
Deer Springs Road at												
- Interstate 15 SB Ramps	0	0	0	1	1	0	<u>2</u>	0	0	<u>2</u>	0	1
- Interstate 15 NB Ramps	1	1	0	0	0	0	1	0	<u>2</u>	<u>2</u>	0	0
- Champagne Boulevard	<u>2</u>	<u>1</u>	1	1	<u>1</u>	1	<u>2</u>	0	<u>2</u>	<u>2</u>	0	1

a. T = Through Lane; R = Exclusive Right Turn Lane; L = Exclusive Left Turn Lane. Underlined values indicate the improvements that are required to achieve acceptable levels of service.

4.6 Traffic Signal Warrants

As shown in the Appendix, existing traffic volumes exceed planning level signal warrants at the intersections of both the northbound and southbound Interstate 15 ramps with Deer Springs Road.

Existing+project traffic volumes exceed planning level signal warrants at the following intersections:

- Interstate 15 northbound ramps at Gopher Canyon Road,
- Interstate 15 southbound ramps at Gopher Canyon Road,
- Champagne Boulevard at Gopher Canyon Road,
- Champagne Boulevard at Old Castle Road,
- Champagne Boulevard at Deer Springs Road, and
- Champagne Boulevard at the main project access.

The intersection of Champagne Boulevard and Lawrence Welk Road will exceed design level signal warrants under ultimate conditions.

4.7 Site Access and Internal Circulation

The project site has adequate access to serve the proposed land uses. Stop signs should be installed at all unsignalized site egress points, to control exiting traffic. Landscaping and signage on-site should be low and forgiving in nature and not interfere with sight distances at site access points or at internal intersections. Street lights and sidewalks should be provided in accordance with County standards.

The internal circulation system proposed has been reviewed from a traffic engineering perspective and found satisfactory. All streets on-site will be designed and constructed to comply with San Diego County Standards.¹

4.8 Parking

The project includes 1,811 parking spaces, of which 20 are bus spaces. Table 4-12 summarizes the proposed parking by planning area (see Figure 2-3 for the location of each planning area). Although the proposed parking for the site is one space short of the San Diego County requirement of 1,812 parking spaces, the proposed parking supply will be more than adequate to meet the peak parking demand associated with the project, as discussed below.

The County parking requirements have been established based on isolated free-standing land uses and therefore do not reflect the reciprocal parking that occurs at mixed-use developments. Mixed-use projects with shared parking areas have a lower demand for parking than free-standing developments of similar size and character. This occurs because some people that drive to the site visit more than one land use (the captive market effect) without moving their parked vehicle. For example, hotel guests will also frequent the restaurants, specialty retail or entertainment complex on-site. Theater visitors may dine at the restaurants before or after performances.

1. County of San Diego, Department of Public Works, *Public Road Standards*, February 1992.

In addition, the hourly accumulation of parked vehicles is different for various land uses. Retail uses typically generate a midday peak, with evening parking demands that are less than 70% of the midday peak. Restaurants generate an evening peak, with midday demands that are 50% of the evening peak. Offices generate a midday peak with evening periods at less than 10% of the peak. Theaters generate evening peaks, since they will schedule performances to start at 8:00 PM. Hotel guests generate peak parking demands during the evening, with midday demands at 30% of the peak.² These differences in time provide an opportunity to share the use of parking facilities.

Seasonal variations in demand also occur. Occupancy of retail and office facilities peak in fall or winter whereas restaurants, hotels and theaters experience peak occupancy in the summer. Parking demand is also related to such site specific factors as transit availability and the provision of bus parking spaces.

Table 4-12
Proposed Off-Street Parking^a

Planning Area	Standard Spaces	Bus Spaces	Required Spaces
A	173	—	124
B	796	20	827
C	368	—	431
D	138	—	132
E	316	—	298
Total	1,791	20	1,812

a. Lord Architecture Inc. "Champagne Boulevard SPA Building Areas and Parking Provisions" 1/5/93.

Handicapped Parking

On July 26, 1991, the federal government published final guidelines for accessibility of buildings and facilities in accordance with the requirements of the Americans with Disabilities Act (ADA) of 1990. The requirements of the ADA took effect on January 26, 1992. All new construction of places of public accommodation and commercial facilities must be accessible in accordance with the requirements of the "ADA Accessibility Guidelines for Facilities and Buildings" (ADAAG) which were developed by the Architectural and Transportation Barriers Compliance Board.

Table 4-13 details the required number of accessible spaces for most uses. Accessible parking spaces must be distributed to serve all accessible entrances and must in each case be located on the shortest possible route to the accessible entrance. State requirements specify that a parking lot with more than 500 spaces should include one handicapped space for each 200 parking spaces provided.

Parking Garage Design Considerations

A parking structure is proposed on-site in planning area B. It will provide 590 parking spaces and 20 bus spaces with two entries.

2. The Urban Land Institute, *Shared Parking*, 1990, p.2.

Table 4-13
ADAAG Requirements for Accessibility of Parking Spaces^a

Total Parking Spaces In Lot	Minimum Number of Accessible Spaces
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1,000	2% of total
1,001 and over	20, plus 1 for each 100 over 1,000

a. Source: Americans with Disabilities Act Accessibility Guidelines.

Ideally, parking garages should be able to fill or empty completely within one hour or 60% in half an hour. A minimum of one entering lane is needed for each 500 to 600 cars that can be stored in the garage to accomplish this. Although driveway capacities can be as high as 1,100 vehicles per hour per lane if the motorists are very familiar with the facility, these flow rates assume level entrances with a constant arrival flow, no serious internal parking conflicts and no detrimental effects from off-site traffic. When off-site traffic effects are considered, the access point capacity at parking garages may only slightly exceed that of the ramps in the garage. A typical maximum design capacity for well designed ramps between floors is 400 vehicles per hour.

Factors to be considered in determining the number of entry/exit lanes required to serve the parking garage include:

- the expected rate of entry and exit flow per hour (both entry and exit rates of flow per hour should at least equal the capacity of the parking garage);
- the driveway capacity (500-600 vehicles/hour/lane);
- adjacent street traffic conflict (available traffic gaps in street flow)³;
- intermittent arrival rates; and
- sidewalk conflict with pedestrians.

Factors to be considered in determining the parking garage entry/exit locations include:

- driveways should generally exit onto lower volume streets;
- driveway placement should minimize direct pedestrian conflict locations;
- the direction of traffic flow on the adjacent street system should be considered;
- spacing from the nearest intersection, from property corners, and between adjacent driveways; and
- effects of traffic signal queues (locate exits as far from signals as practical).

3. If more than one exit lane for movement in a given direction is planned along the same street, the gap reduction effect of this flow must be considered downstream.

In general, garages need two exit lanes for each entry lane. In larger garages (over 200 spaces) of sloped-floor design, one-way aisles with counterclockwise rotation and parking angles of 45 to 75 degrees are often used to simplify directional signing and insure ease of internal circulation for vehicles and pedestrians. Good design requires a minimum of one elevator in a garage with more than 2 levels, preferably located as near as possible to the major generator on-site. Adequate lighting is essential within the structure to provide for safety, gain maximum operating efficiency, and promote user security.

To avoid vehicle queuing on adjacent streets, adequate entrance reservoirs must be provided in parking garages. Similarly, to prevent parked vehicles from being trapped by queues of exiting vehicles, exit reservoirs large enough to handle the anticipated traffic demands must be incorporated. Pedestrian conflict on adjacent sidewalks can seriously interfere with vehicles exiting from a garage, therefore adequate sight distance is critical for exiting motorists. For high turnover parking, the structure should have dimensions similar to those of a surface lot. Wide aisles increase accessibility and promote faster operation. The maximum preferable grades for sloped floors are 3 to 4% in self-service facilities. Ramps should be constructed to be skid-free.

5.0 CIRCULATION MITIGATION MEASURES

1. Specific design standards for internal streets shall be consistent with County requirements.
2. The proposed cross-sections and roadway layout should be subject to the review and approval of the County Traffic Engineer during the development review process to insure compliance with the County of San Diego design standards.
3. Sidewalks and streetlights will be installed on-site as specified by the County of San Diego.
4. Stop signs should control project-related traffic at all unsignalized site egress points.
5. Direct access to the site should be designed so that adequate sight distance is provided for motorists leaving the site.
6. Champagne Boulevard should be fully constructed to its ultimate half-section as adjacent development on-site occurs.
7. The project sponsor may be required to contribute funding on a "fair-share" basis pursuant to County Ordinance for needed roadway and traffic signal improvements of area-wide benefit to partially mitigate project-related traffic impacts. The most equitable assessment of project-related off-site roadway mitigation would be through the proposed County Bridge and Thoroughfare Fee. In the event that the Bridge and Thoroughfare Fee is not adopted, the project proponent proposes a mitigation strategy based upon providing a "fair share" contribution to improving the primary access route to the project site.

The primary access route to the project site is from Interstate 15 to the Gopher Canyon Road interchange, and south along Champagne Boulevard to the project site. Based upon Series 7 traffic projections, Champagne Boulevard will require full improvement to its master planned cross-section to adequately service ultimate traffic volumes. For purposes of mitigation, the project proponent will pay its "fair share" contribution to widening Champagne Boulevard to 4 through travel lanes from the project site to Gopher Canyon Road, assuming that 100% of the project traffic is assigned to the north. This includes 64 feet of pavement from Gopher Canyon Road to Old Castle Road, and 48 feet of pavement from Old Castle Road to the project site, but does not include curbs or improvements within the parkways off-site.

A summary of the roadway improvements that would be needed to insure acceptable levels of service at all links and intersections analyzed is included in the Appendix. The roadway and intersection improvements outlined represent traditional types of traffic engineering improvements which are geared toward increasing street and intersection capacity to meet increasing traffic demands. Alternative techniques are available for consideration which will shift the vehicular traffic demands to alternative time periods or modes of transportation.

Measures to Alter Traffic Demand (TSM/TDM)

Transportation Systems Management (TSM) actions include a variety of low-capital investment strategies to improve transportation service in the short term. The TSM concept is an attempt to make more efficient use of the highways and transit systems already in place, to reduce the need for new capital investments and transit operating assistance.

In recent years, the public sector has lacked the resources to fund new transportation infrastructure at a rate sufficient to keep pace with the mobility needs of metropolitan growth centers. Moreover, steeply rising costs and intense competition for available resources make it imperative that better and more efficient uses for existing investments in the transportation infrastructure be found before additional new facilities are built. Since the mobility needs and goals of each area are unique, the TSM plan should reflect the combination of transportation modes that best represent the area's desired balance between the goals of efficient mobility, environmental amenity and social equity.

The spectrum of TSM actions includes techniques to: (1) make better use of the existing road space, (2) reduce auto usage in congested areas or time periods, and (3) increase transit ridership through improved transit service and efficiency. Several elements which should be considered for incorporation in a TSM Plan for the project area include:

1. Future employers that locate on-site can provide their employees with the option of modified work schedules, i.e. traveling to/from work during off-peak hours, in the following ways:
 - staggered work hours (spreading out arrival and departure times for various types of employees);
 - flexible work hours (providing a range of start/stop times like 6:30 to 9:30 AM and allowing employees to choose; and
 - four day, 40-hour work week (allowing shifts of 4 ten-hour work days to alleviate Monday and Friday congestion).
2. Employers that locate on-site can take steps to encourage a larger percentage of their employees to utilize public transit by:
 - allowing modified work schedules (employees can adjust their schedules to meet transit schedules, thus making transit usage a more viable option);
 - reimbursing employees for all or part of the cost of a monthly transit pass (thus reducing the number of parking spaces needed);
 - distributing information on transit routes and schedules;
 - providing convenient bus shelters; and/or
 - providing shuttle service to nearby multi-modal transit facilities.
3. Employers that locate on-site can take steps to increase occupancy by:
 - creating carpools and vanpools;
 - providing preferential parking locations for carpools/vanpools;
 - participating in a matching program for prospective carpool riders;
 - implementing a parking fee on-site as a disincentive to single occupant vehicles (with the proceeds utilized for TSM programs such as transit passes, shuttle buses, vans for vanpools, etc.)

In addition to these elements, bicycle incentives can be incorporated in the project design. Regional bicycle trails can be incorporated in the design. Bicycle storage facilities can be provided at the development and at connection points to other travel modes. An effective bike trail and facility maintenance program can be developed.

Neighborhood design features can facilitate transit usage. Transit stop locations can be developed in conjunction with convenient and safe street crossings. Shelters can be constructed for pedestrians and bus riders. Pedestrian paths can encourage residents to walk rather than drive short distances.

Transportation Demand Management (TDM) is a new approach that draws upon a variety of ride sharing and other demand-related strategies to develop cost-effective ways to increase mobility within the confines of the existing transportation infrastructure. Broader in scope than TSM, TDM includes marketing considerations, behavioral analysis, land use and transportation planning and policy analyses to provide the rationale as well as the mechanics for successful Transportation Demand Management programs.

The effectiveness of TSM and TDM actions is gauged by the reduction in automobile traffic attributable to each. A 1974 UMTA publication entitled "Guidelines to Reduce Energy Consumption Through Transportation Actions" estimates the following reductions in vehicular travel.

Car Pooling Programs	2.0% - 6.0%
Park and Ride Lots	0.5% - 2.5%
Four Day Work Week	1.0% - 6.0%
Gas Rationing	10.0% - 25.0%
Land Use Zoning	1.0% - 10.0%
Fuel Tax Increase	2.0% - 6.0%
Toll Roads	1.0% - 5.0%
Bikeway System	0.5% - 2.0%
Bus Fare Reductions	4.0% - 6.0%
Reserved Freeway Bus Lane	1.0% - 3.0%

Appendix

Agencies and References Consulted

Traffic Appendix

Directional Count Data
1985 Highway Capacity Manual Analysis
Existing Unsignalized HCM Worksheets
Existing All-Way Stop Worksheets
Future Unsignalized Intersection HCM Worksheets
Signalized Intersection HCM Worksheets
Series 7 Unsignalized Intersection HCM Worksheet
Series 7 Signalized Intersection HCM Worksheets
Traffic Signal Warrant Sheet
Traffic Signal Worksheet
Roadway Improvements Needed for Acceptable LOS

AGENCIES & REFERENCES CONSULTED

Endo Engineering Preparation Staff

Principal-In-Charge Mr. Gregory Endo
Traffic Engineer..... Ms. Vicki Lee Endo
Project Director..... Ms. Peggy Chase

Organizations and Agencies Consulted

Domain Corporation.....	Mr. Joseph Perring
SANDAG.....	Mr. Mike Calandra Mr. Dan Hildebrand Mr. Michael Hix Mr. Jack Lorbeer
San Diego County	Mr. Steve Denny
TRS Consultants.....	Mr. Thure Stedt

References Consulted

Caltrans, *1992 Traffic Volumes on California State Highways*. 1993

Co. of San Diego Dept. of Planning and Land Use, *Land Use Consistency Guidelines for CEQA*.

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Highway Research Board, *National Cooperative Highway Research Program Report 117*, 1971.

SANDAG, *Average Weekday Traffic Volumes 1988-1992*, 1993

SANDAG, *San Diego Trip Generators*, revised October, 1993.

Transportation Research Board, *1985 Highway Capacity Manual, Special Report 209*, 1985

Directional Count Data^a
Champagne Gardens

Intersection	Count Date	Southbound			Westbound			Northbound			Eastbound		
		R	T	L	R	T	L	R	T	L	R	T	L
Gopher Canyon Road at													
- Interstate 15 SB Ramps	1/26/94	120	0	50	0	290	130	0	0	0	210	200	0
- Interstate 15 NB Ramps	1/26/94	0	0	0	30	220	0	250	0	200	0	130	120
- Champagne Boulevard	1/26/94	140	70	0	0	0	0	0	80	110	180	0	200
Old Castle Road at													
- Champagne Boulevard	1/26/94	0	70	180	100	0	20	50	90	0	0	0	0
Lawrence Welk Drive at													
- Champagne Boulevard	1/26/94	0	70	20	40	0	40	50	130	10	0	0	10
Deer Springs Road at													
- Interstate 15 SB Ramps	1/26/94	200	0	30	0	260	200	0	0	0	100	390	0
- Interstate 15 NB Ramps	1/26/94	0	0	0	30	310	0	240	0	150	0	130	290
- Champagne Boulevard	1/26/94	140	90	20	20	110	30	50	80	40	60	230	130

a. Endo Engineering manual evening peak hour turning movement counts rounded to the nearest ten vehicles.

1985 Highway Capacity Manual Methodology

Unsignalized Intersection Analysis

Some of the key intersections in the project vicinity are currently unsignalized and are controlled by stop signs on one or more of the approaches. To evaluate the ability of these intersections to serve current and future traffic demands during peak hours, the capacity was determined for each minor approach movement and the left turns onto the minor streets, and then compared to the demand for each movement. In this manner, the probable delay and level of service during the peak hour were determined.

The methodology utilized to determine the maximum capacity of the minor approach movements and the left turn onto the minor street (in passenger car equivalents per hour or PCPH) accounts for approach grade and speed, traffic mix, lane configuration, and type of traffic control. It allows the maximum capacity to be determined from the conflicting volumes and the critical gap associated with each type of vehicle maneuver.

The difference between the capacity value determined and the existing or projected traffic flows is defined as the reserve capacity. The resulting level of service is directly related to the magnitude of the available reserve capacity, as shown in the table below.

Level of Service Criteria^a
Unsignalized Intersection Analysis

Level of Service	Traffic Flow Characteristics	Reserve Capacity (PCPH) ^b
A	Extremely favorable progression with very low delay. Most vehicles do not stop at all.	≥ 400
B	Good progression and stable flow with an occasional approach phase fully utilized.	300 - 399
C	Satisfactory operation with fair progression. Individual approach delays may begin to appear.	200 - 299
D	Tolerable delay where congestion becomes noticeable and many vehicles stop.	100 - 199
E	Unstable flow with poor progression and frequent delays. This is considered the limit of acceptable delay.	0 - 99
F	Oversaturation with arrival flow rates exceeding the capacity of the intersection. Considered unacceptable to most drivers.	< 0

a. Highway Capacity Manual, Special Report 209, Transportation Research Board, 1985; pp. 9-4 and 9-5.

b. PCPH = Passenger Cars Per Hour.

It should be noted that the concept of reserve capacity applies only to an individual stream of vehicles (or shared lane stream). The summation of individual reserve capacities for various movements should not be attempted.

Once the capacity of each of the critical movements is calculated and the level of service and expected delay are determined, an overall evaluation of the intersection is made. Typically, the movement with the smallest available reserve capacity (ARC) or worst level of service

defines the overall evaluation; however, this may be tempered by engineering judgment when conditions warrant it.

All-Way Stop Controlled (AWSC) Intersection Analysis

Intersections controlled by 4-way or 3-way stop signs (All-Way Stop Controlled) can be evaluated for acceptable levels of service (level of service C or better) using the methodology in the Transportation Research Board Circular #373 "Interim Materials on Unsignalized Intersection Capacity" July 1991. The AWSC methodology utilizes the following factors in determining delay: flow rates for each given approach, saturation headways, and turning movements.

Since, the operation of a given approach is dependent upon the operation of the other approaches, the methodology for analyzing the AWSC intersection, is based upon determining the capacity and level of service for each approach separately (and then the intersection as a whole). The AWSC level of service criteria differs from that shown for signalized intersections because drivers expect different levels of service from different types of transportation facilities.

**Level of Service Criteria
All Way Stop Controlled Intersections^a**

Level of Service	Traffic Flow Characteristics	Stopped Delay Per Vehicle (sec)
A	Extremely favorable progression with very low delay.	≤ 5.0
B	Good progression and stable flow.	5.1 - 10.0
C	Satisfactory operation with fair progression.	10.1 - 20.0
D	Tolerable delay where congestion becomes noticeable.	20.1 - 30.0
E	Unstable flow with poor progression.	30.1 - 45.0
F	Oversaturation with arrival flow rates exceeding the capacity of the intersection.	> 45.0

a. "Circular #373 Interim Materials on Unsignalized Intersection Capacity" Transportation Research Board, 1991; p. 19.

Signalized Intersection Analysis

The 1985 *Highway Capacity Manual* (HCM) signalized intersection capacity and level of service methodology addresses the capacity and level of service of intersection approaches as well as the level of service of the intersection as a whole. The analysis is undertaken in terms of the ratio of demand flow rate to capacity (V/C ratio) for individual movements during a peak 15-minute interval and the composite V/C ratio for the sum of critical movements or lane groups within the intersection. The level of service is determined based upon average stopped delay per vehicle, as shown in the table below.

A critical V/C ratio less than 1.00 indicates that all movements at the intersection can be accommodated within the defined cycle length and phase sequence by proportionally allocating green time. In other words, the total available green time in the phase sequence is adequate to handle all movements, if properly allocated.

Level of Service Criteria Signalized Intersection Analysis^a

Level of Service	Traffic Flow Characteristics	Stopped Delay Per Vehicle (sec)
A	Extremely favorable progression with very low delay. Most vehicles do not stop at all.	≤ 5.0
B	Good progression and stable flow with an occasional approach phase fully utilized.	5.1 - 15.0
C	Satisfactory operation with fair progression and longer cycle lengths. Individual cycle failures may begin to appear.	15.1 - 25.0
D	Tolerable delay where congestion becomes noticeable and many vehicles stop.	25.1 - 40.0
E	Unstable flow with poor progression and frequent cycle failures. This is considered the limit of acceptable delay.	40.1 - 60.0
F	Oversaturation with arrival flow rates exceeding the capacity of the intersection. Considered unacceptable to most drivers.	> 60.0

a. *Highway Capacity Manual, Special Report 209*, Transportation Research Board, 1985; pp. 9-4 and 9-5.

It is possible to have unacceptable delays (LOS F) while the V/C ratio is below 1.00 (when the cycle length is long, the lane group has a long red time because of signal timing and/or the signal progression for the subject movements is poor). Conversely, a saturated approach (with V/C ratio = 1.00) may have low delays if the cycle length is short and/or the signal progression is favorable. Therefore, an LOS F designation may not necessarily mean that the intersection, approach, or lane group is overloaded and LOS A to LOS E does not automatically imply available unused capacity.

Existing Unsignalized Intersection Analysis

1985 HCM Worksheets

IDENTIFYING INFORMATION

AVERAGE RUNNING SPEED, MAJOR STREET.. 50
PEAK HOUR FACTOR..... 1
AREA POPULATION..... 10000
NAME OF THE EAST/WEST STREET..... GOPHER CANYON ROAD
NAME OF THE NORTH/SOUTH STREET..... INTERSTATE 15 SB RAMPS
NAME OF THE ANALYST..... F CHASE
DATE OF THE ANALYSIS (mm/dd/yy)..... 01-14-1994
TIME PERIOD ANALYZED..... PM PEAK HOUR
OTHER INFORMATION.... EXISTING

INTERSECTION TYPE AND CONTROL

INTERSECTION TYPE: 4-LEG
MAJOR STREET DIRECTION: EAST/WEST
CONTROL TYPE NORTHBOUND: STOP SIGN
CONTROL TYPE SOUTHBOUND: STOP SIGN

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	0	130		50
THRU	200	290		0
RIGHT	210	0		120

NUMBER OF LANES AND LANE USAGE

	EB	WB	NB	SB
LANES	1	3		2
LANE USAGE				L + R

ADJUSTMENT FACTORS

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	PERCENT GRADE	RIGHT TURN ANGLE	CURB RADIUS (ft) FOR RIGHT TURNS	ACCELERATION LANE FOR RIGHT TURNS
EASTBOUND	0.00	90	20	N
WESTBOUND	0.00	90	20	N
NORTHBOUND	0.00	90	20	N
SOUTHBOUND	0.00	90	20	N

VEHICLE COMPOSITION

	% SU TRUCKS AND RV'S	% COMBINATION VEHICLES	% MOTORCYCLES
EASTBOUND	0	0	0
WESTBOUND	0	0	0
NORTHBOUND	0	0	0
SOUTHBOUND	0	0	0

CRITICAL GAPS

	TABULAR VALUES (Table 10-2)	ADJUSTED VALUE	SIGHT DIST. ADJUSTMENT	FINAL CRITICAL GAP
MINOR RIGHTS				
NB	6.30	6.30	0.00	6.30
SB	6.30	6.30	0.00	6.30
MAJOR LEFTS				
EB	5.40	5.40	0.00	5.40
WB	5.40	5.40	0.00	5.40
MINOR THROUGH				
NB	7.20	7.20	0.00	7.20
SB	7.70	7.70	0.00	7.70
MINOR LEFTS				
NB	7.70	7.70	0.00	7.70
SB	8.20	8.20	0.00	8.20

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... GOPHER CANYON ROAD
 NAME OF THE NORTH/SOUTH STREET.... INTERSTATE 15 SB RAMPS
 DATE AND TIME OF THE ANALYSIS..... 01-14-1994 ; PM PEAK HOUR
 OTHER INFORMATION.... EXISTING

MOVEMENT	FLOW- RATE v (pcph)	POTEN- TIAL CAPACITY c (pcph) P	ACTUAL MOVEMENT CAPACITY c (pcph) M	SHARED CAPACITY c (pcph) SH	RESERVE CAPACITY c = c - v R SH	LOS

MINOR STREET						
NB LEFT THROUGH RIGHT						
MINOR STREET						
SB LEFT	55	184	158	158	103	D
THROUGH	0	212	182	182	182	D
RIGHT	132	853	853	853	721	A
MAJOR STREET						
EB LEFT	0	820	820	820	820	A
WB LEFT	143	712	712	712	569	A

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... GOPHER CANYON ROAD
NAME OF THE NORTH/SOUTH STREET.... INTERSTATE 15 SB RAMPS
DATE AND TIME OF THE ANALYSIS..... 01-14-1994 ; PM PEAK HOUR
OTHER INFORMATION.... EXISTING

1985 HCM: UNSIGNALIZED INTERSECTIONS

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IDENTIFYING INFORMATION

AVERAGE RUNNING SPEED, MAJOR STREET.. 30
PEAK HOUR FACTOR..... 1
AREA POPULATION..... 10000
NAME OF THE EAST/WEST STREET..... GOPHER CANYON ROAD
NAME OF THE NORTH/SOUTH STREET..... INTERSTATE 15 NB RAMPS
NAME OF THE ANALYST..... P CHASE
DATE OF THE ANALYSIS (mm/dd/yy)..... 01-14-1994
TIME PERIOD ANALYZED..... PM PEAK HOUR
OTHER INFORMATION.... EXISTING

INTERSECTION TYPE AND CONTROL

INTERSECTION TYPE: 4-LEG
MAJOR STREET DIRECTION: EAST/WEST
CONTROL TYPE NORTHBOUND: STOP SIGN
CONTROL TYPE SOUTHBOUND: STOP SIGN

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	120	0	200	
THRU	130	220	0	
RIGHT	0	30	250	

NUMBER OF LANES AND LANE USAGE

	EB	WB	NB	SB
LANES	3	2	2	
LANE USAGE			L + R	

ADJUSTMENT FACTORS

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	PERCENT GRADE	RIGHT TURN ANGLE	CURB RADIUS (ft) FOR RIGHT TURNS	ACCELERATION LANE FOR RIGHT TURNS
EASTBOUND	0.00	90	20	N
WESTBOUND	0.00	90	20	N
NORTHBOUND	0.00	90	20	N
SOUTHBOUND	0.00	90	20	N

VEHICLE COMPOSITION

	% SU TRUCKS AND RV'S	% COMBINATION VEHICLES	% MOTORCYCLES
EASTBOUND	0	0	0
WESTBOUND	0	0	0
NORTHBOUND	0	0	0
SOUTHBOUND	0	0	0

CRITICAL GAPS

	TABULAR VALUES (Table 10-2)	ADJUSTED VALUE	SIGHT DIST. ADJUSTMENT	FINAL CRITICAL GAP
MINOR RIGHTS				
NB	5.50	5.50	0.00	5.50
SB	5.50	5.50	0.00	5.50
MAJOR LEFTS				
EB	5.50	5.50	0.00	5.50
WB	5.50	5.50	0.00	5.50
MINOR THROUGH				
NB	6.50	6.50	0.00	6.50
SB	6.50	6.50	0.00	6.50
MINOR LEFTS				
NB	7.00	7.00	0.00	7.00
SB	7.00	7.00	0.00	7.00

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... GOPHER CANYON ROAD
NAME OF THE NORTH/SOUTH STREET.... INTERSTATE 15 NB RAMPS
DATE AND TIME OF THE ANALYSIS..... 01-14-1994 ; PM PEAK HOUR
OTHER INFORMATION.... EXISTING

MOVEMENT	FLOW-RATE v (pcph)	POTENTIAL CAPACITY c (pcph) P	ACTUAL MOVEMENT CAPACITY c (pcph) M	SHARED CAPACITY c (pcph) SH	RESERVE CAPACITY c = c - v R SH	LOS
----------	-----------------------	--	---	--------------------------------------	--	-----

MINOR STREET

NB LEFT	220	434	388	> 388	388	> 168	168	> D	D
THROUGH	0	493	440	>	440	>	440	>	A
RIGHT	275	998	998		998		723		A

MINOR STREET

SB LEFT									
THROUGH									
RIGHT									

MAJOR STREET

EB LEFT	132	840	840		840		708		A
WB LEFT	0	964	964		964		964		A

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... GOPHER CANYON ROAD
 NAME OF THE NORTH/SOUTH STREET.... INTERSTATE 15 NB RAMPS
 DATE AND TIME OF THE ANALYSIS..... 01-14-1994 ; PM PEAK HOUR
 OTHER INFORMATION.... EXISTING

IDENTIFYING INFORMATION

AVERAGE RUNNING SPEED, MAJOR STREET.. 50
PEAK HOUR FACTOR..... 1
AREA POPULATION..... 10000
NAME OF THE EAST/WEST STREET..... GOPHER CANYON ROAD
NAME OF THE NORTH/SOUTH STREET..... CHAMPAGNE BOULEVARD
NAME OF THE ANALYST..... P CHASE
DATE OF THE ANALYSIS (mm/dd/yy)..... 01-14-1994
TIME PERIOD ANALYZED..... PM PEAK HOUR
OTHER INFORMATION.... EXISTING

INTERSECTION TYPE AND CONTROL

INTERSECTION TYPE: T-INTERSECTION
MAJOR STREET DIRECTION: NORTH/SOUTH
CONTROL TYPE EASTBOUND: STOP SIGN

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	200	--	110	0
THRU	0	--	80	70
RIGHT	180	--	0	140

NUMBER OF LANES

	EB	WB	NB	SB
LANES	2	--	2	1

ADJUSTMENT FACTORS

Page-2

	PERCENT GRADE	RIGHT TURN ANGLE	CURB RADIUS (ft) FOR RIGHT TURNS	ACCELERATION LANE FOR RIGHT TURNS
EASTBOUND	0.00	90	20	N
WESTBOUND	-----	---	---	-
NORTHBOUND	0.00	90	20	N
SOUTHBOUND	0.00	90	20	N

VEHICLE COMPOSITION

	% SU TRUCKS AND RV'S	% COMBINATION VEHICLES	% MOTORCYCLES
EASTBOUND	0	0	0
WESTBOUND	---	---	---
NORTHBOUND	0	0	0
SOUTHBOUND	0	0	0

CRITICAL GAPS

	TABULAR VALUES (Table 10-2)	ADJUSTED VALUE	SIGHT DIST. ADJUSTMENT	FINAL CRITICAL GAP
MINOR RIGHTS				
EB	6.30	6.30	0.00	6.30
MAJOR LEFTS				
NB	5.40	5.40	0.00	5.40
MINOR LEFTS				
EB	7.70	7.70	0.00	7.70

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... GOPHER CANYON ROAD
NAME OF THE NORTH/SOUTH STREET.... CHAMPAGNE BOULEVARD
DATE AND TIME OF THE ANALYSIS..... 01-14-1994 ; PM PEAK HOUR
OTHER INFORMATION.... EXISTING

CAPACITY AND LEVEL-OF-SERVICE

Page-3

MOVEMENT	FLOW- RATE v (pcph)	POTEN- TIAL CAPACITY c (pcph) P	ACTUAL MOVEMENT CAPACITY c (pcph) M	SHARED CAPACITY c (pcph) SH	RESERVE CAPACITY c = c - v R SH	LOS

MINOR STREET						
EB LEFT	220	492	448	448	228	C
RIGHT	198	810	810	810	612	A
MAJOR STREET						
NB LEFT	121	899	899	899	778	A

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... GOPHER CANYON ROAD
NAME OF THE NORTH/SOUTH STREET.... CHAMPAGNE BOULEVARD
DATE AND TIME OF THE ANALYSIS..... 01-14-1994 ; PM PEAK HOUR
OTHER INFORMATION.... EXISTING

1985 HCM: UNSIGNALIZED INTERSECTIONS

Page-1

IDENTIFYING INFORMATION

AVERAGE RUNNING SPEED, MAJOR STREET.. 50
PEAK HOUR FACTOR..... 1
AREA POPULATION..... 10000
NAME OF THE EAST/WEST STREET..... OLD CASTLE ROAD
NAME OF THE NORTH/SOUTH STREET..... CHAMPAGNE BOULEVARD
NAME OF THE ANALYST..... P CHASE
DATE OF THE ANALYSIS (mm/dd/yy)..... 01-14-1994
TIME PERIOD ANALYZED..... PM PEAK HOUR
OTHER INFORMATION.... EXISTING

INTERSECTION TYPE AND CONTROL

INTERSECTION TYPE: T-INTERSECTION
MAJOR STREET DIRECTION: NORTH/SOUTH
CONTROL TYPE WESTBOUND: STOP SIGN

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	--	20	0	180
THRU	--	0	90	70
RIGHT	--	100	50	0

NUMBER OF LANES

	EB	WB	NB	SB
LANES	--	2	1	2

ADJUSTMENT FACTORS

Page-2

	PERCENT GRADE	RIGHT TURN ANGLE	CURB RADIUS (ft) FOR RIGHT TURNS	ACCELERATION LANE FOR RIGHT TURNS
EASTBOUND	-----	---	---	-
WESTBOUND	0.00	90	20	N
NORTHBOUND	0.00	90	20	N
SOUTHBOUND	0.00	90	20	N

VEHICLE COMPOSITION

	% SU TRUCKS AND RV'S	% COMBINATION VEHICLES	% MOTORCYCLES
EASTBOUND	---	---	---
WESTBOUND	0	0	0
NORTHBOUND	0	0	0
SOUTHBOUND	0	0	0

CRITICAL GAPS

	TABULAR VALUES (Table 10-2)	ADJUSTED VALUE	SIGHT DIST. ADJUSTMENT	FINAL CRITICAL GAP
MINOR RIGHTS				
WB	6.30	6.30	0.00	6.30
MAJOR LEFTS				
SB	5.40	5.40	0.00	5.40
MINOR LEFTS				
WB	7.70	7.70	0.00	7.70

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... OLD CASTLE ROAD
NAME OF THE NORTH/SOUTH STREET.... CHAMPAGNE BOULEVARD
DATE AND TIME OF THE ANALYSIS..... 01-14-1994 ; PM PEAK HOUR
OTHER INFORMATION..... EXISTING

CAPACITY AND LEVEL-OF-SERVICE

Page-3

MOVEMENT	FLOW- RATE v (pcph)	POTEN- TIAL CAPACITY c (pcph) P	ACTUAL MOVEMENT CAPACITY c (pcph) M	SHARED CAPACITY c (pcph) SH	RESERVE CAPACITY c = c - v R SH	LOS
MINOR STREET						
WB LEFT	22	465	398	398	376	B
RIGHT	110	835	835	835	725	A
MAJOR STREET						
SB LEFT	198	961	961	961	763	A

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... OLD CASTLE ROAD
NAME OF THE NORTH/SOUTH STREET.... CHAMPAGNE BOULEVARD
DATE AND TIME OF THE ANALYSIS..... 01-14-1994 ; PM PEAK HOUR
OTHER INFORMATION.... EXISTING

IDENTIFYING INFORMATION

AVERAGE RUNNING SPEED, MAJOR STREET.. 50
PEAK HOUR FACTOR..... 1
AREA POPULATION..... 10000
NAME OF THE EAST/WEST STREET..... LAWRENCE WELK ROAD
NAME OF THE NORTH/SOUTH STREET..... CHAMPAGNE BOULEVARD
NAME OF THE ANALYST..... P CHASE
DATE OF THE ANALYSIS (mm/dd/yy)..... 01-14-1994
TIME PERIOD ANALYZED..... PM PEAK HOUR
OTHER INFORMATION.... EXISTING

INTERSECTION TYPE AND CONTROL

INTERSECTION TYPE: 4-LEG
MAJOR STREET DIRECTION: NORTH/SOUTH
CONTROL TYPE EASTBOUND: STOP SIGN
CONTROL TYPE WESTBOUND: STOP SIGN

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	10	40	10	20
THRU	0	0	130	70
RIGHT	0	40	50	0

NUMBER OF LANES AND LANE USAGE

	EB	WB	NB	SB
LANES	1	2	3	2
LANE USAGE	LTR	LT+ R		

ADJUSTMENT FACTORS

	PERCENT GRADE	RIGHT TURN ANGLE	CURB RADIUS (ft) FOR RIGHT TURNS	ACCELERATION LANE FOR RIGHT TURNS
EASTBOUND	0.00	90	20	N
WESTBOUND	0.00	90	20	N
NORTHBOUND	0.00	90	20	N
SOUTHBOUND	0.00	90	20	N

VEHICLE COMPOSITION

	% SU TRUCKS AND RV'S	% COMBINATION VEHICLES	% MOTORCYCLES
EASTBOUND	0	0	0
WESTBOUND	0	0	0
NORTHBOUND	0	0	0
SOUTHBOUND	0	0	0

CRITICAL GAPS

	TABULAR VALUES (Table 10-2)	ADJUSTED VALUE	SIGHT DIST. ADJUSTMENT	FINAL CRITICAL GAP
MINOR RIGHTS				
EB	6.30	6.30	0.00	6.30
WB	6.30	6.30	0.00	6.30
MAJOR LEFTS				
SB	5.90	5.90	0.00	5.90
NB	5.90	5.90	0.00	5.90
MINOR THROUGHS				
EB	7.70	7.70	0.00	7.70
WB	7.70	7.70	0.00	7.70
MINOR LEFTS				
EB	8.20	8.20	0.00	8.20
WB	8.20	8.20	0.00	8.20

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... LAWRENCE WELK ROAD
 NAME OF THE NORTH/SOUTH STREET.... CHAMPAGNE BOULEVARD
 DATE AND TIME OF THE ANALYSIS..... 01-14-1994 ; PM PEAK HOUR
 OTHER INFORMATION.... EXISTING

CAPACITY AND LEVEL-OF-SERVICE

Page-3

MOVEMENT	FLOW- RATE v (pcph)	POTEN- TIAL CAPACITY c (pcph) P	ACTUAL MOVEMENT CAPACITY c (pcph) M	SHARED CAPACITY c (pcph) SH	RESERVE CAPACITY c = c - v R SH	LOS
MINOR STREET						
EB LEFT	11	457	434	>	434	> A
THROUGH	0	530	518	>	434 518	> A A
RIGHT	0	916	916	>	916	> A
MINOR STREET						
WB LEFT	44	508	496		496	A
THROUGH	0	550	537		537	A
RIGHT	44	882	882		882	A
MAJOR STREET						
SB LEFT	22	834	834		834	A
NB LEFT	11	941	941		941	A

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... LAWRENCE WELK ROAD
 NAME OF THE NORTH/SOUTH STREET.... CHAMPAGNE BOULEVARD
 DATE AND TIME OF THE ANALYSIS..... 01-14-1994 ; PM PEAK HOUR
 OTHER INFORMATION.... EXISTING

IDENTIFYING INFORMATION

AVERAGE RUNNING SPEED, MAJOR STREET.. 50
PEAK HOUR FACTOR..... 1
AREA POPULATION..... 10000
NAME OF THE EAST/WEST STREET..... DEER SPRINGS ROAD
NAME OF THE NORTH/SOUTH STREET..... INTERSTATE 15 SB RAMPS
NAME OF THE ANALYST..... P CHASE
DATE OF THE ANALYSIS (mm/dd/yy)..... 01-14-1994
TIME PERIOD ANALYZED..... PM PEAK HOUR
OTHER INFORMATION.... EXISTING

INTERSECTION TYPE AND CONTROL

INTERSECTION TYPE: 4-LEG
MAJOR STREET DIRECTION: EAST/WEST
CONTROL TYPE NORTHBOUND: STOP SIGN
CONTROL TYPE SOUTHBOUND: STOP SIGN

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	0	200		30
THRU	390	260		0
RIGHT	100	0		200

NUMBER OF LANES AND LANE USAGE

	EB	WB	NB	SB
LANES	1	2		2
LANE USAGE				L + R

	PERCENT GRADE	RIGHT TURN ANGLE	CURB RADIUS (ft) FOR RIGHT TURNS	ACCELERATION LANE FOR RIGHT TURNS
EASTBOUND	0.00	90	20	N
WESTBOUND	0.00	90	20	N
NORTHBOUND	0.00	90	20	N
SOUTHBOUND	0.00	90	20	N

VEHICLE COMPOSITION

	% SU TRUCKS AND RV'S	% COMBINATION VEHICLES	% MOTORCYCLES
EASTBOUND	0	0	0
WESTBOUND	0	0	0
NORTHBOUND	0	0	0
SOUTHBOUND	0	0	0

CRITICAL GAPS

	TABULAR VALUES (Table 10-2)	ADJUSTED VALUE	SIGHT DIST. ADJUSTMENT	FINAL CRITICAL GAP
MINOR RIGHTS				
NB	6.30	6.30	0.00	6.30
SB	6.30	6.30	0.00	6.30
MAJOR LEFTS				
EB	5.40	5.40	0.00	5.40
WB	5.40	5.40	0.00	5.40
MINOR THROUGHS				
NB	7.20	7.20	0.00	7.20
SB	7.70	7.70	0.00	7.70
MINOR LEFTS				
NB	7.70	7.70	0.00	7.70
SB	8.20	8.20	0.00	8.20

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... DEER SPRINGS ROAD
NAME OF THE NORTH/SOUTH STREET.... INTERSTATE 15 SB RAMPS
DATE AND TIME OF THE ANALYSIS..... 01-14-1994 ; PM PEAK HOUR
OTHER INFORMATION..... EXISTING

MOVEMENT	FLOW-RATE v (pcph)	POTENTIAL CAPACITY c (pcph) P	ACTUAL MOVEMENT CAPACITY c (pcph) M	SHARED CAPACITY c (pcph) SH	RESERVE CAPACITY c = c - v R SH	LOS
----------	-----------------------	--	---	--------------------------------------	--	-----

MINOR STREET

NB LEFT
THROUGH
RIGHT

MINOR STREET

SB LEFT	33	144	105	105	72	E
THROUGH	0	168	123	123	123	D
RIGHT	220	820	820	820	600	A

MAJOR STREET

EB LEFT	0	850	850	850	850	A
WB LEFT	220	652	652	652	432	A

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... DEER SPRINGS ROAD
 NAME OF THE NORTH/SOUTH STREET..... INTERSTATE 15 SB RAMPS
 DATE AND TIME OF THE ANALYSIS..... 01-14-1994 ; PM PEAK HOUR
 OTHER INFORMATION.... EXISTING

IDENTIFYING INFORMATION

AVERAGE RUNNING SPEED, MAJOR STREET.. 30

PEAK HOUR FACTOR..... 1

AREA POPULATION..... 10000

NAME OF THE EAST/WEST STREET..... DEER SPRINGS ROAD

NAME OF THE NORTH/SOUTH STREET..... INTERSTATE 15 NB RAMP'S

NAME OF THE ANALYST..... P CHASE

DATE OF THE ANALYSIS (mm/dd/yy)..... 01-14-1994

TIME PERIOD ANALYZED..... PM PEAK HOUR

OTHER INFORMATION.... EXISTING

INTERSECTION TYPE AND CONTROL

INTERSECTION TYPE: 4-LEG

MAJOR STREET DIRECTION: EAST/WEST

CONTROL TYPE NORTHBOUND: STOP SIGN

CONTROL TYPE SOUTHBOUND: STOP SIGN

TRAFFIC VOLUMES

	EB	WB	NB	SB
	----	----	----	----
LEFT	290	0	150	
THRU	130	310	0	
RIGHT	0	30	240	

NUMBER OF LANES AND LANE USAGE

	EB	WB	NB	SB
	----	----	----	----
LANES	2	1	2	
LANE USAGE			L + R	

	PERCENT GRADE	RIGHT TURN ANGLE	CURB RADIUS (ft) FOR RIGHT TURNS	ACCELERATION LANE FOR RIGHT TURNS
EASTBOUND	0.00	90	20	N
WESTBOUND	0.00	90	20	N
NORTHBOUND	0.00	90	20	N
SOUTHBOUND	0.00	90	20	N

VEHICLE COMPOSITION

	% SU TRUCKS AND RV'S	% COMBINATION VEHICLES	% MOTORCYCLES
EASTBOUND	0	0	0
WESTBOUND	0	0	0
NORTHBOUND	0	0	0
SOUTHBOUND	0	0	0

CRITICAL GAPS

	TABULAR VALUES (Table 10-2)	ADJUSTED VALUE	SIGHT DIST. ADJUSTMENT	FINAL CRITICAL GAP
MINOR RIGHTS				
NB	5.50	5.50	0.00	5.50
SB	5.50	5.50	0.00	5.50
MAJOR LEFTS				
EB	5.50	5.50	0.00	5.50
WB	5.50	5.50	0.00	5.50
MINOR THROUGH				
NB	6.50	6.50	0.00	6.50
SB	6.00	6.00	0.00	6.00
MINOR LEFTS				
NB	7.00	7.00	0.00	7.00
SB	6.50	6.50	0.00	6.50

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... DEER SPRINGS ROAD
NAME OF THE NORTH/SOUTH STREET.... INTERSTATE 15 NB RAMPS
DATE AND TIME OF THE ANALYSIS..... 01-14-1994 ; PM PEAK HOUR
OTHER INFORMATION.... EXISTING

MOVEMENT	FLOW- RATE v (pcph)	POTEN- TIAL CAPACITY c (pcph) P	ACTUAL MOVEMENT CAPACITY c (pcph) M	SHARED CAPACITY c (pcph) SH		RESERVE CAPACITY c = c - v R SH		LOS
MINOR STREET								
NB LEFT	165	285	186	>	186	186	>	21 21 >E E
THROUGH	0	333	217	>		217	>	217 > C
RIGHT	264	997	997			997		733 A
MINOR STREET								
SB LEFT								
THROUGH								
RIGHT								
MAJOR STREET								
EB LEFT	319	754	754			754		435 A
WB LEFT	0	964	964			964		964 A

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... DEER SPRINGS ROAD
NAME OF THE NORTH/SOUTH STREET..... INTERSTATE 15 NB RAMPS
DATE AND TIME OF THE ANALYSIS..... 01-14-1994 ; PM PEAK HOUR
OTHER INFORMATION..... EXISTING

Existing Unsignalized Intersection Analysis

All-Way Stop

AWSC Intersection Analysis TRB Circular 373

Intersection: Champagne Boulevard at Deer Springs Road
Scenario: Existing PM Peak Hour

Input Worksheet				Capacity Analysis Worksheet			LOS Worksheet		
Turn Move	Turn Vol	Lanes	Pk Hr Factor	Distrib & Lane Effects	Turn Mvmt Effects	Approach Capacity	V/C Ratio	Delay (Seconds)	Level of Service
SR	140	0	1	469	-56	413	0.61	10	C
ST	90	1	1						
SL	20	0	1						
WR	20	0	1	454	28	482	0.33	4	A
WT	110	1	1						
WL	30	0	1						
NR	50	0	1	445	46	491	0.35	4	A
NT	80	1	1						
NL	40	0	1						
ER	60	0	1	832	62	894	0.47	6	B
ET	230	2	1						
EL	130	0	1						

Intersection	
Average Delay	Level of Service
6	B

Volume Summary Worksheet													
Turn Move Flow	Subject Approach Flow Rate	Propor Left Turn	Propor Right Turn	Opposing Approach Flow Rate	Conflicting Approach Flow Rate	Total Intersection Flow Rate	Prop Sub A Flow Rate (>0.2,<0.5)	Prop Opp A Flow Rate (>0.0,<0.5)	Prop Conf A Flow Rate (>0.2,<0.5)	Prop Lt Opp A	Prop Rt Opp A	Prop Lt Conf A	Prop Rt Conf A
140 90 20	250		0.56	170	580	1000	0.25	0.17	0.58	0.24	0.29		0.14
20 110 30	160		0.13	420	420	1000	0.16	0.42	0.42		0.14		0.45
50 80 40	170		0.29	250	580	1000	0.17	0.25	0.58	0.31		0.14	
60 230 130	420		0.14	160	420	1000	0.42	0.16	0.42		0.56		0.14
										0.08	0.28		
										0.19		0.14	

Date: 1/31/94

-Future Unsignalized Intersection Analysis

1985 HCM Worksheets

IDENTIFYING INFORMATION

AVERAGE RUNNING SPEED, MAJOR STREET.. 50
PEAK HOUR FACTOR..... 1
AREA POPULATION..... 10000
NAME OF THE EAST/WEST STREET..... GOPHER CANYON ROAD
NAME OF THE NORTH/SOUTH STREET..... INTERSTATE 15 SB RAMPS
NAME OF THE ANALYST..... P CHASE
DATE OF THE ANALYSIS (mm/dd/yy)..... 2-22-94
TIME PERIOD ANALYZED..... PM PEAK HOUR
OTHER INFORMATION.... EXISTING+PROJECT

INTERSECTION TYPE AND CONTROL

INTERSECTION TYPE: 4-LEG
MAJOR STREET DIRECTION: EAST/WEST
CONTROL TYPE NORTHBOUND: STOP SIGN
CONTROL TYPE SOUTHBOUND: STOP SIGN

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	0	130		83
THRU	318	384		0
RIGHT	210	0		120

NUMBER OF LANES AND LANE USAGE

	EB	WB	NB	SB
LANES	1	3		2
LANE USAGE				L + R

ADJUSTMENT FACTORS

	PERCENT GRADE	RIGHT TURN ANGLE	CURB RADIUS (ft) FOR RIGHT TURNS	ACCELERATION LANE FOR RIGHT TURNS
EASTBOUND	0.00	90	20	N
WESTBOUND	0.00	90	20	N
NORTHBOUND	0.00	90	20	N
SOUTHBOUND	0.00	90	20	N

VEHICLE COMPOSITION

	% SU TRUCKS AND RV'S	% COMBINATION VEHICLES	% MOTORCYCLES
EASTBOUND	0	0	0
WESTBOUND	0	0	0
NORTHBOUND	0	0	0
SOUTHBOUND	0	0	0

CRITICAL GAPS

	TABULAR VALUES (Table 10-2)	ADJUSTED VALUE	SIGHT DIST. ADJUSTMENT	FINAL CRITICAL GAP
MINOR RIGHTS				
NB	6.30	6.30	0.00	6.30
SB	6.30	6.30	0.00	6.30
MAJOR LEFTS				
EB	5.40	5.40	0.00	5.40
WB	5.40	5.40	0.00	5.40
MINOR THROUGH				
NB	7.20	7.20	0.00	7.20
SB	7.70	7.70	0.00	7.70
MINOR LEFTS				
NB	7.70	7.70	0.00	7.70
SB	8.20	8.20	0.00	8.20

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... GOPHER CANYON ROAD
NAME OF THE NORTH/SOUTH STREET.... INTERSTATE 15 SB RAMPS
DATE AND TIME OF THE ANALYSIS..... 2-22-94 ; PM PEAK HOUR
OTHER INFORMATION.... EXISTING+PROJECT

CAPACITY AND LEVEL-OF-SERVICE

Page-3

MOVEMENT	FLOW- RATE v (pcph)	POTEN- TIAL CAPACITY c (pcph) P	ACTUAL MOVEMENT CAPACITY c (pcph) M	SHARED CAPACITY c (pcph) SH	RESERVE CAPACITY c = c - v R SH	LOS
----------	---------------------------	---	---	--------------------------------------	--	-----

MINOR STREET

NB LEFT
THROUGH
RIGHT

MINOR STREET

SB LEFT	91	118	98	98	7	E
THROUGH	0	141	118	118	118	D
RIGHT	132	822	822	822	690	A

MAJOR STREET

EB LEFT	0	734	734	734	734	A
WB LEFT	143	624	624	624	481	A

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... GOPHER CANYON ROAD
NAME OF THE NORTH/SOUTH STREET.... INTERSTATE 15 SB RAMPS
DATE AND TIME OF THE ANALYSIS..... 2-22-94 ; PM PEAK HOUR
OTHER INFORMATION.... EXISTING+PROJECT

IDENTIFYING INFORMATION

AVERAGE RUNNING SPEED, MAJOR STREET.. 50
PEAK HOUR FACTOR..... 1
AREA POPULATION..... 10000
NAME OF THE EAST/WEST STREET..... GOPHER CANYON ROAD
NAME OF THE NORTH/SOUTH STREET..... INTERSTATE 15 SB RAMPS
NAME OF THE ANALYST..... P CHASE
DATE OF THE ANALYSIS (mm/dd/yy)..... 2-22-94
TIME PERIOD ANALYZED..... PM PEAK HOUR
OTHER INFORMATION.... EXISTING+PROJECT+CUMULATIVE

INTERSECTION TYPE AND CONTROL

INTERSECTION TYPE: 4-LEG
MAJOR STREET DIRECTION: EAST/WEST
CONTROL TYPE NORTHBOUND: STOP SIGN
CONTROL TYPE SOUTHBOUND: STOP SIGN

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	0	130		83
THRU	318	393		0
RIGHT	221	0		120

NUMBER OF LANES AND LANE USAGE

	EB	WB	NB	SB
LANES	1	3		2
LANE USAGE				L + R

	PERCENT GRADE	RIGHT TURN ANGLE	CURB RADIUS (ft) FOR RIGHT TURNS	ACCELERATION LANE FOR RIGHT TURNS
EASTBOUND	0.00	90	20	N
WESTBOUND	0.00	90	20	N
NORTHBOUND	0.00	90	20	N
SOUTHBOUND	0.00	90	20	N

VEHICLE COMPOSITION

	% SU TRUCKS AND RV'S	% COMBINATION VEHICLES	% MOTORCYCLES
EASTBOUND	0	0	0
WESTBOUND	0	0	0
NORTHBOUND	0	0	0
SOUTHBOUND	0	0	0

CRITICAL GAPS

	TABULAR VALUES (Table 10-2)	ADJUSTED VALUE	SIGHT DIST. ADJUSTMENT	FINAL CRITICAL GAP
MINOR RIGHTS				
NB	6.30	6.30	0.00	6.30
SB	6.30	6.30	0.00	6.30
MAJOR LEFTS				
EB	5.40	5.40	0.00	5.40
WB	5.40	5.40	0.00	5.40
MINOR THROUGH				
NB	7.20	7.20	0.00	7.20
SB	7.70	7.70	0.00	7.70
MINOR LEFTS				
NB	7.70	7.70	0.00	7.70
SB	8.20	8.20	0.00	8.20

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... GOPHER CANYON ROAD
NAME OF THE NORTH/SOUTH STREET.... INTERSTATE 15 SB RAMPS
DATE AND TIME OF THE ANALYSIS..... 2-22-94 ; PM PEAK HOUR
OTHER INFORMATION.... EXISTING+PROJECT+CUMULATIVE

CAPACITY AND LEVEL-OF-SERVICE

Page-3

MOVEMENT	FLOW- RATE v (pcph)	POTEN- TIAL CAPACITY c (pcph) P	ACTUAL MOVEMENT CAPACITY c (pcph) M	SHARED CAPACITY c (pcph) SH	RESERVE CAPACITY c = c - v R SH	LOS
MINOR STREET						
NB LEFT THROUGH RIGHT						
MINOR STREET						
SB LEFT	91	113	95	95	3	E
THROUGH	0	136	113	113	113	D
RIGHT	132	819	819	819	687	A
MAJOR STREET						
EB LEFT	0	725	725	725	725	A
WB LEFT	143	615	615	615	472	A

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... GOPHER CANYON ROAD
NAME OF THE NORTH/SOUTH STREET.... INTERSTATE 15 SB RAMPS
DATE AND TIME OF THE ANALYSIS..... 2-22-94 ; PM PEAK HOUR
OTHER INFORMATION.... EXISTING+PROJECT+CUMULATIVE

IDENTIFYING INFORMATION

AVERAGE RUNNING SPEED, MAJOR STREET.. 30
PEAK HOUR FACTOR..... 1
AREA POPULATION..... 10000
NAME OF THE EAST/WEST STREET..... GOPHER CANYON ROAD
NAME OF THE NORTH/SOUTH STREET..... INTERSTATE 15 NB RAMPS
NAME OF THE ANALYST..... P CHASE
DATE OF THE ANALYSIS (mm/dd/yy)..... 2-22-94
TIME PERIOD ANALYZED..... PM PEAK HOUR
OTHER INFORMATION.... EXISTING+PROJECT

INTERSECTION TYPE AND CONTROL

INTERSECTION TYPE: 4-LEG

MAJOR STREET DIRECTION: EAST/WEST

CONTROL TYPE NORTHBOUND: STOP SIGN

CONTROL TYPE SOUTHBOUND: STOP SIGN

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	120	0	200	
THRU	281	314	0	
RIGHT	0	56	250	

NUMBER OF LANES AND LANE USAGE

	EB	WB	NB	SB
LANES	3	2	2	
LANE USAGE			L + R	

	PERCENT GRADE	RIGHT TURN ANGLE	CURB RADIUS (ft) FOR RIGHT TURNS	ACCELERATION LANE FOR RIGHT TURNS
EASTBOUND	0.00	90	20	N
WESTBOUND	0.00	90	20	N
NORTHBOUND	0.00	90	20	N
SOUTHBOUND	0.00	90	20	N

VEHICLE COMPOSITION

	% SU TRUCKS AND RV'S	% COMBINATION VEHICLES	% MOTORCYCLES
EASTBOUND	0	0	0
WESTBOUND	0	0	0
NORTHBOUND	0	0	0
SOUTHBOUND	0	0	0

CRITICAL GAPS

	TABULAR VALUES (Table 10-2)	ADJUSTED VALUE	SIGHT DIST. ADJUSTMENT	FINAL CRITICAL GAP
MINOR RIGHTS				
NB	5.50	5.50	0.00	5.50
SB	5.50	5.50	0.00	5.50
MAJOR LEFTS				
EB	5.50	5.50	0.00	5.50
WB	5.50	5.50	0.00	5.50
MINOR THROUGH				
NB	6.50	6.50	0.00	6.50
SB	6.50	6.50	0.00	6.50
MINOR LEFTS				
NB	7.00	7.00	0.00	7.00
SB	7.00	7.00	0.00	7.00

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... GOPHER CANYON ROAD
NAME OF THE NORTH/SOUTH STREET.... INTERSTATE 15 NB RAMPS
DATE AND TIME OF THE ANALYSIS..... 2-22-94 ; PM PEAK HOUR
OTHER INFORMATION.... EXISTING+PROJECT

CAPACITY AND LEVEL-OF-SERVICE

Page-3

MOVEMENT	FLOW- RATE v (pcph)	POTEN- TIAL CAPACITY c (pcph) P	ACTUAL MOVEMENT CAPACITY c (pcph) M		SHARED CAPACITY c (pcph) SH		RESERVE CAPACITY c = c - v R SH		LOS
	-----	-----	-----		-----		-----		-----
MINOR STREET									
NB LEFT	220	280	244	>	244	244	>	24	24 >E E
THROUGH	0	327	286	>		286	>	286	> C
RIGHT	275	995	995			995		720	A
MINOR STREET									
SB LEFT									
THROUGH									
RIGHT									
MAJOR STREET									
EB LEFT	132	727	727			727		595	A
WB LEFT	0	809	809			809		809	A

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... GOPHER CANYON ROAD
 NAME OF THE NORTH/SOUTH STREET.... INTERSTATE 15 NB RAMPS
 DATE AND TIME OF THE ANALYSIS..... 2-22-94 ; PM PEAK HOUR
 OTHER INFORMATION.... EXISTING+PROJECT

IDENTIFYING INFORMATION

AVERAGE RUNNING SPEED, MAJOR STREET.. 30
PEAK HOUR FACTOR..... 1
AREA POPULATION..... 10000
NAME OF THE EAST/WEST STREET..... GOPHER CANYON ROAD
NAME OF THE NORTH/SOUTH STREET..... INTERSTATE 15 NB RAMPs
NAME OF THE ANALYST..... P CHASE
DATE OF THE ANALYSIS (mm/dd/yy)..... 2-22-94
TIME PERIOD ANALYZED..... PM PEAK HOUR
OTHER INFORMATION.... EXISTING+PROJECT+CUMULATIVE

INTERSECTION TYPE AND CONTROL

INTERSECTION TYPE: 4-LEG
MAJOR STREET DIRECTION: EAST/WEST
CONTROL TYPE NORTHBOUND: STOP SIGN
CONTROL TYPE SOUTHBOUND: STOP SIGN

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	120	0	209	
THRU	281	314	0	
RIGHT	0	56	250	

NUMBER OF LANES AND LANE USAGE

	EB	WB	NB	SB
LANES	3	2	2	
LANE USAGE			L + R	

	PERCENT GRADE	RIGHT TURN ANGLE	CURB RADIUS (ft) FOR RIGHT TURNS	ACCELERATION LANE FOR RIGHT TURNS
EASTBOUND	0.00	90	20	N
WESTBOUND	0.00	90	20	N
NORTHBOUND	0.00	90	20	N
SOUTHBOUND	0.00	90	20	N

VEHICLE COMPOSITION

	% SU TRUCKS AND RV'S	% COMBINATION VEHICLES	% MOTORCYCLES
EASTBOUND	0	0	0
WESTBOUND	0	0	0
NORTHBOUND	0	0	0
SOUTHBOUND	0	0	0

CRITICAL GAPS

	TABULAR VALUES (Table 10-2)	ADJUSTED VALUE	SIGHT DIST. ADJUSTMENT	FINAL CRITICAL GAP
MINOR RIGHTS				
NB	5.50	5.50	0.00	5.50
SB	5.50	5.50	0.00	5.50
MAJOR LEFTS				
EB	5.50	5.50	0.00	5.50
WB	5.50	5.50	0.00	5.50
MINOR THROUGH				
NB	6.50	6.50	0.00	6.50
SB	6.50	6.50	0.00	6.50
MINOR LEFTS				
NB	7.00	7.00	0.00	7.00
SB	7.00	7.00	0.00	7.00

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... GOPHER CANYON ROAD
NAME OF THE NORTH/SOUTH STREET.... INTERSTATE 15 NB RAMP
DATE AND TIME OF THE ANALYSIS..... 2-22-94 ; PM PEAK HOUR
OTHER INFORMATION..... EXISTING+PROJECT+CUMULATIVE

CAPACITY AND LEVEL-OF-SERVICE

Page-3

MOVEMENT	FLOW- RATE v (pcph)	POTEN- TIAL CAPACITY c (pcph) P	ACTUAL MOVEMENT CAPACITY c (pcph) M		SHARED CAPACITY c (pcph) SH		RESERVE CAPACITY c = c - v R SH		LOS
MINOR STREET									
NB LEFT	230	280	244	>	244	244	>	15	15 >E E
THROUGH	0	327	286	>		286	>		286 > C
RIGHT	275	995	995			995			720 A
MINOR STREET									
SB LEFT									
THROUGH									
RIGHT									
MAJOR STREET									
EB LEFT	132	727	727			727			595 A
WB LEFT	0	809	809			809			809 A

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... GOPHER CANYON ROAD
NAME OF THE NORTH/SOUTH STREET.... INTERSTATE 15 NB RAMPS
DATE AND TIME OF THE ANALYSIS..... 2-22-94 ; PM PEAK HOUR
OTHER INFORMATION.... EXISTING+PROJECT+CUMULATIVE

IDENTIFYING INFORMATION

AVERAGE RUNNING SPEED, MAJOR STREET.. 50
PEAK HOUR FACTOR..... 1
AREA POPULATION..... 10000
NAME OF THE EAST/WEST STREET..... GOPHER CANYON ROAD
NAME OF THE NORTH/SOUTH STREET..... CHAMPAGNE BOULEVARD
NAME OF THE ANALYST..... P CHASE
DATE OF THE ANALYSIS (mm/dd/yy)..... 2-22-94
TIME PERIOD ANALYZED..... PM PEAK HOUR
OTHER INFORMATION.... EXISTING+PROJECT

INTERSECTION TYPE AND CONTROL

INTERSECTION TYPE: T-INTERSECTION
MAJOR STREET DIRECTION: NORTH/SOUTH
CONTROL TYPE EASTBOUND: STOP SIGN

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	200	--	230	0
THRU	0	--	153	162
RIGHT	331	--	0	140

NUMBER OF LANES

	EB	WB	NB	SB
LANES	2	--	2	1

ADJUSTMENT FACTORS

Page-2

	PERCENT GRADE	RIGHT TURN ANGLE	CURB RADIUS (ft) FOR RIGHT TURNS	ACCELERATION LANE FOR RIGHT TURNS
EASTBOUND	0.00	90	20	N
WESTBOUND	-----	----	----	-
NORTHBOUND	0.00	90	20	N
SOUTHBOUND	0.00	90	20	N

VEHICLE COMPOSITION

	% SU TRUCKS AND RV'S	% COMBINATION VEHICLES	% MOTORCYCLES
EASTBOUND	0	0	0
WESTBOUND	---	---	---
NORTHBOUND	0	0	0
SOUTHBOUND	0	0	0

CRITICAL GAPS

	TABULAR VALUES (Table 10-2)	ADJUSTED VALUE	SIGHT DIST. ADJUSTMENT	FINAL CRITICAL GAP
MINOR RIGHTS				
EB	6.30	6.30	0.00	6.30
MAJOR LEFTS				
NB	5.40	5.40	0.00	5.40
MINOR LEFTS				
EB	7.70	7.70	0.00	7.70

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... GOPHER CANYON ROAD
NAME OF THE NORTH/SOUTH STREET.... CHAMPAGNE BOULEVARD
DATE AND TIME OF THE ANALYSIS..... 2-22-94 ; PM PEAK HOUR
OTHER INFORMATION.... EXISTING+PROJECT

CAPACITY AND LEVEL-OF-SERVICE

Page-3

MOVEMENT	FLOW- RATE v (pcph)	POTEN- TIAL CAPACITY c (pcph) P	ACTUAL MOVEMENT CAPACITY c (pcph) M	SHARED CAPACITY c (pcph) SH	RESERVE CAPACITY c = c - v R SH	LOS
MINOR STREET						
EB LEFT	220	309	234	234	14	E
RIGHT	364	723	723	723	359	B
MAJOR STREET						
NB LEFT	253	808	808	808	555	A

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... GOPHER CANYON ROAD
NAME OF THE NORTH/SOUTH STREET.... CHAMPAGNE BOULEVARD
DATE AND TIME OF THE ANALYSIS..... 2-22-94 ; PM PEAK HOUR
OTHER INFORMATION.... EXISTING+PROJECT

1985 HCM: UNSIGNALIZED INTERSECTIONS

Page-1

IDENTIFYING INFORMATION

AVERAGE RUNNING SPEED, MAJOR STREET.. 50

PEAK HOUR FACTOR..... 1

AREA POPULATION..... 10000

NAME OF THE EAST/WEST STREET..... GOPHER CANYON ROAD

NAME OF THE NORTH/SOUTH STREET..... CHAMPAGNE BOULEVARD

NAME OF THE ANALYST..... P CHASE

DATE OF THE ANALYSIS (mm/dd/yy)..... 2-22-94

TIME PERIOD ANALYZED..... PM PEAK HOUR

OTHER INFORMATION.... EXISTING+PROJECT+CUMULATIVE

INTERSECTION TYPE AND CONTROL

INTERSECTION TYPE: T-INTERSECTION

MAJOR STREET DIRECTION: NORTH/SOUTH

CONTROL TYPE EASTBOUND: STOP SIGN

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	200	--	230	0
THRU	0	--	153	162
RIGHT	331	--	0	140

NUMBER OF LANES

	EB	WB	NB	SB
LANES	2	--	2	1

ADJUSTMENT FACTORS

Page-2

	PERCENT GRADE	RIGHT TURN ANGLE	CURB RADIUS (ft) FOR RIGHT TURNS	ACCELERATION LANE FOR RIGHT TURNS
EASTBOUND	0.00	90	20	N
WESTBOUND	----	---	---	-
NORTHBOUND	0.00	90	20	N
SOUTHBOUND	0.00	90	20	N

VEHICLE COMPOSITION

	% SU TRUCKS AND RV'S	% COMBINATION VEHICLES	% MOTORCYCLES
EASTBOUND	0	0	0
WESTBOUND	---	---	---
NORTHBOUND	0	0	0
SOUTHBOUND	0	0	0

CRITICAL GAPS

	TABULAR VALUES (Table 10-2)	ADJUSTED VALUE	SIGHT DIST. ADJUSTMENT	FINAL CRITICAL GAP
MINOR RIGHTS				
EB	6.30	6.30	0.00	6.30
MAJOR LEFTS				
NB	5.40	5.40	0.00	5.40
MINOR LEFTS				
EB	7.70	7.70	0.00	7.70

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... GOPHER CANYON ROAD
NAME OF THE NORTH/SOUTH STREET.... CHAMPAGNE BOULEVARD
DATE AND TIME OF THE ANALYSIS..... 2-22-94 ; PM PEAK HOUR
OTHER INFORMATION.... EXISTING+PROJECT+CUMULATIVE

CAPACITY AND LEVEL-OF-SERVICE

Page-3

MOVEMENT	FLOW- RATE v (pcph)	POTEN- TIAL CAPACITY c (pcph) P	ACTUAL MOVEMENT CAPACITY c (pcph) M	SHARED CAPACITY c (pcph) SH	RESERVE CAPACITY c = c - v R SH	LOS
MINOR STREET						
EB LEFT	220	309	234	234	14	E
RIGHT	364	723	723	723	359	B
MAJOR STREET						
NB LEFT	253	808	808	808	555	A

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... GOPHER CANYON ROAD
 NAME OF THE NORTH/SOUTH STREET.... CHAMPAGNE BOULEVARD
 DATE AND TIME OF THE ANALYSIS..... 2-22-94 ; PM PEAK HOUR
 OTHER INFORMATION.... EXISTING+PROJECT+CUMULATIVE

IDENTIFYING INFORMATION

AVERAGE RUNNING SPEED, MAJOR STREET.. 50

PEAK HOUR FACTOR..... 1

AREA POPULATION..... 10000

NAME OF THE EAST/WEST STREET..... OLD CASTLE ROAD

NAME OF THE NORTH/SOUTH STREET..... CHAMPAGNE BOULEVARD

NAME OF THE ANALYST..... P CHASE

DATE OF THE ANALYSIS (mm/dd/yy)..... 2-22-94

TIME PERIOD ANALYZED..... PM PEAK HOUR

OTHER INFORMATION.... EXISTING+PROJECT

INTERSECTION TYPE AND CONTROL

INTERSECTION TYPE: T-INTERSECTION

MAJOR STREET DIRECTION: NORTH/SOUTH

CONTROL TYPE WESTBOUND: STOP SIGN

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	--	92	0	180
THRU	--	0	282	313
RIGHT	--	100	107	0

NUMBER OF LANES

	EB	WB	NB	SB
LANES	--	2	1	2

ADJUSTMENT FACTORS

Page-2

	PERCENT GRADE	RIGHT TURN ANGLE	CURB RADIUS (ft) FOR RIGHT TURNS	ACCELERATION LANE FOR RIGHT TURNS
EASTBOUND	-----	---	---	-
WESTBOUND	0.00	90	20	N
NORTHBOUND	0.00	90	20	N
SOUTHBOUND	0.00	90	20	N

VEHICLE COMPOSITION

	% SU TRUCKS AND RV'S	% COMBINATION VEHICLES	% MOTORCYCLES
EASTBOUND	---	---	---
WESTBOUND	0	0	0
NORTHBOUND	0	0	0
SOUTHBOUND	0	0	0

CRITICAL GAPS

	TABULAR VALUES (Table 10-2)	ADJUSTED VALUE	SIGHT DIST. ADJUSTMENT	FINAL CRITICAL GAP
MINOR RIGHTS				
WB	6.30	6.30	0.00	6.30
MAJOR LEFTS				
SB	5.40	5.40	0.00	5.40
MINOR LEFTS				
WB	7.70	7.70	0.00	7.70

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... OLD CASTLE ROAD
 NAME OF THE NORTH/SOUTH STREET.... CHAMPAGNE BOULEVARD
 DATE AND TIME OF THE ANALYSIS..... 2-22-94 ; PM PEAK HOUR
 OTHER INFORMATION.... EXISTING+PROJECT

CAPACITY AND LEVEL-OF-SERVICE

Page-3

MOVEMENT	FLOW- RATE v (pcph)	POTEN- TIAL CAPACITY c (pcph) P	ACTUAL MOVEMENT CAPACITY c (pcph) M	SHARED CAPACITY c (pcph) SH	RESERVE CAPACITY c = c - v R SH	LOS
MINOR STREET						
WB LEFT	101	213	170	170	69	E
RIGHT	110	636	636	636	526	A
MAJOR STREET						
SB LEFT	198	729	729	729	531	A

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... OLD CASTLE ROAD
NAME OF THE NORTH/SOUTH STREET.... CHAMPAGNE BOULEVARD
DATE AND TIME OF THE ANALYSIS..... 2-22-94 ; PM PEAK HOUR
OTHER INFORMATION.... EXISTING+PROJECT

1985 HCM: UNSIGNALIZED INTERSECTIONS

Page-1

IDENTIFYING INFORMATION

AVERAGE RUNNING SPEED, MAJOR STREET.. 50
PEAK HOUR FACTOR..... 1
AREA POPULATION..... 10000
NAME OF THE EAST/WEST STREET..... OLD CASTLE ROAD
NAME OF THE NORTH/SOUTH STREET..... CHAMPAGNE BOULEVARD
NAME OF THE ANALYST..... P CHASE
DATE OF THE ANALYSIS (mm/dd/yy)..... 2-22-94
TIME PERIOD ANALYZED..... PM PEAK HOUR
OTHER INFORMATION.... EXISTING+PROJECT+CUMULATIVE

INTERSECTION TYPE AND CONTROL

INTERSECTION TYPE: T-INTERSECTION
MAJOR STREET DIRECTION: NORTH/SOUTH
CONTROL TYPE WESTBOUND: STOP SIGN

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	--	98	0	180
THRU	--	0	282	313
RIGHT	--	100	112	0

NUMBER OF LANES

	EB	WB	NB	SB
LANES	--	2	1	2

	PERCENT GRADE	RIGHT TURN ANGLE	CURB RADIUS (ft) FOR RIGHT TURNS	ACCELERATION LANE FOR RIGHT TURNS
EASTBOUND	-----	---	---	-
WESTBOUND	0.00	90	20	N
NORTHBOUND	0.00	90	20	N
SOUTHBOUND	0.00	90	20	N

VEHICLE COMPOSITION

	% SU TRUCKS AND RV'S	% COMBINATION VEHICLES	% MOTORCYCLES
EASTBOUND	---	---	---
WESTBOUND	0	0	0
NORTHBOUND	0	0	0
SOUTHBOUND	0	0	0

CRITICAL GAPS

	TABULAR VALUES (Table 10-2)	ADJUSTED VALUE	SIGHT DIST. ADJUSTMENT	FINAL CRITICAL GAP
MINOR RIGHTS				
WB	6.30	6.30	0.00	6.30
MAJOR LEFTS				
SB	5.40	5.40	0.00	5.40
MINOR LEFTS				
WB	7.70	7.70	0.00	7.70

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... OLD CASTLE ROAD
 NAME OF THE NORTH/SOUTH STREET.... CHAMPAGNE BOULEVARD
 DATE AND TIME OF THE ANALYSIS..... 2-22-94 ; PM PEAK HOUR
 OTHER INFORMATION.... EXISTING+PROJECT+CUMULATIVE

CAPACITY AND LEVEL-OF-SERVICE

Page-3

MOVEMENT	FLOW- RATE v (pcph)	POTEN- TIAL CAPACITY c (pcph) P	ACTUAL MOVEMENT CAPACITY c (pcph) M	SHARED CAPACITY c (pcph) SH	RESERVE CAPACITY c = c - v R SH	LOS

MINOR STREET						
WB LEFT	108	212	169	169	61	E
RIGHT	110	634	634	634	524	A
MAJOR STREET						
SB LEFT	198	724	724	724	526	A

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... OLD CASTLE ROAD
NAME OF THE NORTH/SOUTH STREET.... CHAMPAGNE BOULEVARD
DATE AND TIME OF THE ANALYSIS..... 2-22-94 ; PM PEAK HOUR
OTHER INFORMATION.... EXISTING+PROJECT+CUMULATIVE

IDENTIFYING INFORMATION

AVERAGE RUNNING SPEED, MAJOR STREET.. 50
PEAK HOUR FACTOR..... 1
AREA POPULATION..... 10000
NAME OF THE EAST/WEST STREET..... LAWRENCE WELK ROAD
NAME OF THE NORTH/SOUTH STREET..... CHAMPAGNE BOULEVARD
NAME OF THE ANALYST..... P CHASE
DATE OF THE ANALYSIS (mm/dd/yy)..... 2-22-94
TIME PERIOD ANALYZED..... PM PEAK HOUR
OTHER INFORMATION.... EXISTING+PROJECT

INTERSECTION TYPE AND CONTROL

INTERSECTION TYPE: 4-LEG
MAJOR STREET DIRECTION: NORTH/SOUTH
CONTROL TYPE EASTBOUND: STOP SIGN
CONTROL TYPE WESTBOUND: STOP SIGN

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	10	40	10	46
THRU	0	0	439	314
RIGHT	0	73	50	0

NUMBER OF LANES AND LANE USAGE

	EB	WB	NB	SB
LANES	1	2	3	2
LANE USAGE	LTR	LT+ R		

	PERCENT GRADE	RIGHT TURN ANGLE	CURB RADIUS (ft) FOR RIGHT TURNS	ACCELERATION LANE FOR RIGHT TURNS
EASTBOUND	0.00	90	20	N
WESTBOUND	0.00	90	20	N
NORTHBOUND	0.00	90	20	N
SOUTHBOUND	0.00	90	20	N

VEHICLE COMPOSITION

	% SU TRUCKS AND RV'S	% COMBINATION VEHICLES	% MOTORCYCLES
EASTBOUND	0	0	0
WESTBOUND	0	0	0
NORTHBOUND	0	0	0
SOUTHBOUND	0	0	0

CRITICAL GAPS

	TABULAR VALUES (Table 10-2)	ADJUSTED VALUE	SIGHT DIST. ADJUSTMENT	FINAL CRITICAL GAP
MINOR RIGHTS				
EB	6.30	6.30	0.00	6.30
WB	6.30	6.30	0.00	6.30
MAJOR LEFTS				
SB	5.90	5.90	0.00	5.90
NB	5.90	5.90	0.00	5.90
MINOR THROUGHs				
EB	7.70	7.70	0.00	7.70
WB	7.70	7.70	0.00	7.70
MINOR LEFTS				
EB	8.20	8.20	0.00	8.20
WB	8.20	8.20	0.00	8.20

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... LAWRENCE WELK ROAD
NAME OF THE NORTH/SOUTH STREET.... CHAMPAGNE BOULEVARD
DATE AND TIME OF THE ANALYSIS..... 2-22-94 ; PM PEAK HOUR
OTHER INFORMATION.... EXISTING+PROJECT

CAPACITY AND LEVEL-OF-SERVICE

Page-3

MOVEMENT	FLOW- RATE v (pcph)	POTEN- TIAL CAPACITY c (pcph) P	ACTUAL MOVEMENT CAPACITY c (pcph) M		SHARED CAPACITY c (pcph) SH		RESERVE CAPACITY c = c - v R SH		LOS
MINOR STREET									
EB LEFT	11	150	132	>	132	>	121	>	D
THROUGH	0	201	189	>	132	>	121	>	D
RIGHT	0	793	793	>	793	>	793	>	A
MINOR STREET									
WB LEFT	44	183	172		172		128		D
THROUGH	0	211	198		198		198		D
RIGHT	80	779	779		779		698		A
MAJOR STREET									
SB LEFT	51	573	573		573		523		A
NB LEFT	11	713	713		713		702		A

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... LAWRENCE WELK ROAD
NAME OF THE NORTH/SOUTH STREET.... CHAMPAGNE BOULEVARD
DATE AND TIME OF THE ANALYSIS..... 2-22-94 ; PM PEAK HOUR
OTHER INFORMATION.... EXISTING+PROJECT

1985 HCM: UNSIGNALIZED INTERSECTIONS

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IDENTIFYING INFORMATION

AVERAGE RUNNING SPEED, MAJOR STREET.. 50
PEAK HOUR FACTOR..... 1
AREA POPULATION..... 10000
NAME OF THE EAST/WEST STREET..... LAWRENCE WELK ROAD
NAME OF THE NORTH/SOUTH STREET..... CHAMPAGNE BOULEVARD
NAME OF THE ANALYST..... F CHASE
DATE OF THE ANALYSIS (mm/dd/yy)..... 2-22-94
TIME PERIOD ANALYZED..... PM PEAK HOUR
OTHER INFORMATION.... EXISTING+PROJECT+CUMULATIVE

INTERSECTION TYPE AND CONTROL

INTERSECTION TYPE: 4-LEG
MAJOR STREET DIRECTION: NORTH/SOUTH
CONTROL TYPE EASTBOUND: STOP SIGN
CONTROL TYPE WESTBOUND: STOP SIGN

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	10	46	10	46
THRU	0	0	444	320
RIGHT	0	73	55	0

NUMBER OF LANES AND LANE USAGE

	EB	WB	NB	SB
LANES	1	2	3	2
LANE USAGE	LTR	LT + R		

	PERCENT GRADE	RIGHT TURN ANGLE	CURB RADIUS (ft) FOR RIGHT TURNS	ACCELERATION LANE FOR RIGHT TURNS
EASTBOUND	0.00	90	20	N
WESTBOUND	0.00	90	20	N
NORTHBOUND	0.00	90	20	N
SOUTHBOUND	0.00	90	20	N

VEHICLE COMPOSITION

	% SU TRUCKS AND RV'S	% COMBINATION VEHICLES	% MOTORCYCLES
EASTBOUND	0	0	0
WESTBOUND	0	0	0
NORTHBOUND	0	0	0
SOUTHBOUND	0	0	0

CRITICAL GAPS

	TABULAR VALUES (Table 10-2)	ADJUSTED VALUE	SIGHT DIST. ADJUSTMENT	FINAL CRITICAL GAP
MINOR RIGHTS				
EB	6.30	6.30	0.00	6.30
WB	6.30	6.30	0.00	6.30
MAJOR LEFTS				
SB	5.90	5.90	0.00	5.90
NB	5.90	5.90	0.00	5.90
MINOR THROUGHs				
EB	7.70	7.70	0.00	7.70
WB	7.70	7.70	0.00	7.70
MINOR LEFTS				
EB	8.20	8.20	0.00	8.20
WB	8.20	8.20	0.00	8.20

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... LAWRENCE WELK ROAD
NAME OF THE NORTH/SOUTH STREET.... CHAMPAGNE BOULEVARD
DATE AND TIME OF THE ANALYSIS..... 2-22-94 ; PM PEAK HOUR
OTHER INFORMATION.... EXISTING+PROJECT+CUMULATIVE

CAPACITY AND LEVEL-OF-SERVICE

Page-3

MOVEMENT	FLOW- RATE v (pcph)	POTEN- TIAL CAPACITY c (pcph) P	ACTUAL MOVEMENT CAPACITY c (pcph) M		SHARED CAPACITY c (pcph) SH		RESERVE CAPACITY c = c - v R SH		LOS
MINOR STREET									
EB LEFT	11	145	127	>	127	>	116	>	D
THROUGH	0	196	183	>	127	>	116	>	D
RIGHT	0	790	790	>	790	>	790	>	A
MINOR STREET									
WB LEFT	51	179	168		168		117		D
THROUGH	0	206	193		193		193		D
RIGHT	80	775	775		775		694		A
MAJOR STREET									
SB LEFT	51	566	566		566		516		A
NB LEFT	11	708	708		708		697		A

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... LAWRENCE WELK ROAD
NAME OF THE NORTH/SOUTH STREET.... CHAMPAGNE BOULEVARD
DATE AND TIME OF THE ANALYSIS..... 2-22-94 ; PM PEAK HOUR
OTHER INFORMATION.... EXISTING+PROJECT+CUMULATIVE

IDENTIFYING INFORMATION

AVERAGE RUNNING SPEED, MAJOR STREET.. 50

PEAK HOUR FACTOR..... 1

AREA POPULATION..... 10000

NAME OF THE EAST/WEST STREET..... DEER SPRINGS ROAD

NAME OF THE NORTH/SOUTH STREET..... INTERSTATE 15 SB RAMPS

NAME OF THE ANALYST..... P CHASE

DATE OF THE ANALYSIS (mm/dd/yy)..... 2-22-94

TIME PERIOD ANALYZED..... PM PEAK HOUR

OTHER INFORMATION.... EXISTING+PROJECT

INTERSECTION TYPE AND CONTROL

INTERSECTION TYPE: 4-LEG

MAJOR STREET DIRECTION: EAST/WEST

CONTROL TYPE NORTHBOUND: STOP SIGN

CONTROL TYPE SOUTHBOUND: STOP SIGN

TRAFFIC VOLUMES

	EB	WB	NB	SB
	----	----	----	----
LEFT	0	309		30
THRU	476	328		0
RIGHT	100	0		200

NUMBER OF LANES, AND LANE USAGE

	EB	WB	NB	SB
	----	----	----	----
LANES	1	2		2
LANE USAGE				L + R

	PERCENT GRADE	RIGHT TURN ANGLE	CURB RADIUS (ft) FOR RIGHT TURNS	ACCELERATION LANE FOR RIGHT TURNS
EASTBOUND	0.00	90	20	N
WESTBOUND	0.00	90	20	N
NORTHBOUND	0.00	90	20	N
SOUTHBOUND	0.00	90	20	N

VEHICLE COMPOSITION

	% SU TRUCKS AND RV'S	% COMBINATION VEHICLES	% MOTORCYCLES
EASTBOUND	0	0	0
WESTBOUND	0	0	0
NORTHBOUND	0	0	0
SOUTHBOUND	0	0	0

CRITICAL GAPS

	TABULAR VALUES (Table 10-2)	ADJUSTED VALUE	SIGHT DIST. ADJUSTMENT	FINAL CRITICAL GAP
MINOR RIGHTS				
NB	6.30	6.30	0.00	6.30
SB	6.30	6.30	0.00	6.30
MAJOR LEFTS				
EB	5.40	5.40	0.00	5.40
WB	5.40	5.40	0.00	5.40
MINOR THROUGH				
NB	7.20	7.20	0.00	7.20
SB	7.70	7.70	0.00	7.70
MINOR LEFTS				
NB	7.70	7.70	0.00	7.70
SB	8.20	8.20	0.00	8.20

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... DEER SPRINGS ROAD
NAME OF THE NORTH/SOUTH STREET.... INTERSTATE 15 SB RAMPS
DATE AND TIME OF THE ANALYSIS..... 2-22-94 ; PM PEAK HOUR
OTHER INFORMATION.... EXISTING+PROJECT

CAPACITY AND LEVEL-OF-SERVICE

Page-3

MOVEMENT	FLOW- RATE v (pcph)	POTEN- TIAL CAPACITY c (pcph) P	ACTUAL MOVEMENT CAPACITY c (pcph) M	SHARED CAPACITY c (pcph) SH	RESERVE CAPACITY c = c - v R SH	LOS

MINOR STREET						
NB LEFT THROUGH RIGHT						
MINOR STREET						
SB LEFT	33	82	41	41	8	E
THROUGH	0	103	52	52	52	E
RIGHT	220	786	786	786	566	A
MAJOR STREET						
EB LEFT	0	785	785	785	785	A
WB LEFT	340	588	588	588	248	C

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... DEER SPRINGS ROAD
NAME OF THE NORTH/SOUTH STREET.... INTERSTATE 15 SB RAMPS
DATE AND TIME OF THE ANALYSIS..... 2-22-94 ; PM PEAK HOUR
OTHER INFORMATION.... EXISTING+PROJECT

IDENTIFYING INFORMATION

AVERAGE RUNNING SPEED, MAJOR STREET.. 50

PEAK HOUR FACTOR..... 1

AREA POPULATION..... 10000

NAME OF THE EAST/WEST STREET..... DEER SPRINGS ROAD

NAME OF THE NORTH/SOUTH STREET..... INTERSTATE 15 SB RAMPS

NAME OF THE ANALYST..... P CHASE

DATE OF THE ANALYSIS (mm/dd/yy)..... 2-22-94

TIME PERIOD ANALYZED..... PM PEAK HOUR

OTHER INFORMATION.... EXISTING+PROJECT+CUMULATIVE

INTERSECTION TYPE AND CONTROL

INTERSECTION TYPE: 4-LEG

MAJOR STREET DIRECTION: EAST/WEST

CONTROL TYPE NORTHBOUND: STOP SIGN

CONTROL TYPE SOUTHBOUND: STOP SIGN

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	0	309		30
THRU	533	452		0
RIGHT	189	0		251

NUMBER OF LANES AND LANE USAGE

	EB	WB	NB	SB
LANES	1	2		2
LANE USAGE				L + R

	PERCENT GRADE	RIGHT TURN ANGLE	CURB RADIUS (ft) FOR RIGHT TURNS	ACCELERATION LANE FOR RIGHT TURNS
EASTBOUND	0.00	90	20	N
WESTBOUND	0.00	90	20	N
NORTHBOUND	0.00	90	20	N
SOUTHBOUND	0.00	90	20	N

VEHICLE COMPOSITION

	% SU TRUCKS AND RV'S	% COMBINATION VEHICLES	% MOTORCYCLES
EASTBOUND	0	0	0
WESTBOUND	0	0	0
NORTHBOUND	0	0	0
SOUTHBOUND	0	0	0

CRITICAL GAPS

	TABULAR VALUES (Table 10-2)	ADJUSTED VALUE	SIGHT DIST. ADJUSTMENT	FINAL CRITICAL GAP
MINOR RIGHTS				
NB	6.30	6.30	0.00	6.30
SB	6.30	6.30	0.00	6.30
MAJOR LEFTS				
EB	5.40	5.40	0.00	5.40
WB	5.40	5.40	0.00	5.40
MINOR THROUGHs				
NB	7.20	7.20	0.00	7.20
SB	7.70	7.70	0.00	7.70
MINOR LEFTS				
NB	7.70	7.70	0.00	7.70
SB	8.20	8.20	0.00	8.20

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... DEER SPRINGS ROAD
NAME OF THE NORTH/SOUTH STREET.... INTERSTATE 15 SB RAMPS
DATE AND TIME OF THE ANALYSIS..... 2-22-94 ; PM PEAK HOUR
OTHER INFORMATION.... EXISTING+PROJECT+CUMULATIVE

CAPACITY AND LEVEL-OF-SERVICE

Page-3

MOVEMENT	FLOW- RATE v (pcph)	POTEN- TIAL CAPACITY c (pcph) P	ACTUAL MOVEMENT CAPACITY c (pcph) M	SHARED CAPACITY c (pcph) SH	RESERVE CAPACITY c = c - v R SH	LOS

MINOR STREET						
NB LEFT THROUGH RIGHT						
MINOR STREET						
SB LEFT	33	50	19	19	-14	F
THROUGH	0	66	25	25	25	E
RIGHT	276	728	728	728	452	A
MAJOR STREET						
EB LEFT	0	680	680	680	680	A
WB LEFT	340	491	491	491	151	D

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... DEER SPRINGS ROAD
NAME OF THE NORTH/SOUTH STREET.... INTERSTATE 15 SB RAMPS
DATE AND TIME OF THE ANALYSIS..... 2-22-94 ; PM PEAK HOUR
OTHER INFORMATION.... EXISTING+PROJECT+CUMULATIVE

IDENTIFYING INFORMATION

AVERAGE RUNNING SPEED, MAJOR STREET.. 30

PEAK HOUR FACTOR..... 1

AREA POPULATION..... 10000

NAME OF THE EAST/WEST STREET..... DEER SPRINGS ROAD

NAME OF THE NORTH/SOUTH STREET..... INTERSTATE 15 NB RAMPS

NAME OF THE ANALYST..... P CHASE

DATE OF THE ANALYSIS (mm/dd/yy)..... 2-22-94

TIME PERIOD ANALYZED..... PM PEAK HOUR

OTHER INFORMATION.... EXISTING+PROJECT

INTERSECTION TYPE AND CONTROL

INTERSECTION TYPE: 4-LEG

MAJOR STREET DIRECTION: EAST/WEST

CONTROL TYPE NORTHBOUND: STOP SIGN

CONTROL TYPE SOUTHBOUND: STOP SIGN

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	290	0	150	
THRU	216	487	0	
RIGHT	0	30	378	

NUMBER OF LANES AND LANE USAGE

	EB	WB	NB	SB
LANES	2	1	2	
LANE USAGE			L + R	

	PERCENT GRADE	RIGHT TURN ANGLE	CURB RADIUS (ft) FOR RIGHT TURNS	ACCELERATION LANE FOR RIGHT TURNS
EASTBOUND	0.00	90	20	N
WESTBOUND	0.00	90	20	N
NORTHBOUND	0.00	90	20	N
SOUTHBOUND	0.00	90	20	N

VEHICLE COMPOSITION

	% SU TRUCKS AND RV'S	% COMBINATION VEHICLES	% MOTORCYCLES
EASTBOUND	0	0	0
WESTBOUND	0	0	0
NORTHBOUND	0	0	0
SOUTHBOUND	0	0	0

CRITICAL GAPS

	TABULAR VALUES (Table 10-2)	ADJUSTED VALUE	SIGHT DIST. ADJUSTMENT	FINAL CRITICAL GAP
MINOR RIGHTS				
NB	5.50	5.50	0.00	5.50
SB	5.50	5.50	0.00	5.50
MAJOR LEFTS				
EB	5.50	5.50	0.00	5.50
WB	5.50	5.50	0.00	5.50
MINOR THROUGH				
NB	6.50	6.50	0.00	6.50
SB	6.00	6.00	0.00	6.00
MINOR LEFTS				
NB	7.00	7.00	0.00	7.00
SB	6.50	6.50	0.00	6.50

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... DEER SPRINGS ROAD
NAME OF THE NORTH/SOUTH STREET.... INTERSTATE 15 NB RAMPS
DATE AND TIME OF THE ANALYSIS..... 2-22-94 ; PM PEAK HOUR
OTHER INFORMATION.... EXISTING+PROJECT

CAPACITY AND LEVEL-OF-SERVICE

Page-3

MOVEMENT	FLOW- RATE v (pcph)	POTEN- TIAL CAPACITY c (pcph) P	ACTUAL MOVEMENT CAPACITY c (pcph) M		SHARED CAPACITY c (pcph) SH		RESERVE CAPACITY c = c - v R SH		LOS

MINOR STREET									
NB LEFT	165	184	103	>	103	103	>	-62	-62 > F F
THROUGH	0	223	125	>		125	>		125 > D
RIGHT	416	987	987			987			571 A
MINOR STREET									
SB LEFT									
THROUGH									
RIGHT									
MAJOR STREET									
EB LEFT	319	615	615			615		296	C
WB LEFT	0	874	874			874		874	A

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... DEER SPRINGS ROAD
NAME OF THE NORTH/SOUTH STREET..... INTERSTATE 15 NB RAMPS
DATE AND TIME OF THE ANALYSIS..... 2-22-94 ; PM PEAK HOUR
OTHER INFORMATION..... EXISTING+PROJECT

IDENTIFYING INFORMATION

AVERAGE RUNNING SPEED, MAJOR STREET.. 30

PEAK HOUR FACTOR..... 1

AREA POPULATION..... 10000

NAME OF THE EAST/WEST STREET..... DEER SPRINGS ROAD

NAME OF THE NORTH/SOUTH STREET..... INTERSTATE 15 NB RAMPS

NAME OF THE ANALYST..... P CHASE

DATE OF THE ANALYSIS (mm/dd/yy)..... 2-22-94

TIME PERIOD ANALYZED..... PM PEAK HOUR

OTHER INFORMATION.... EXISTING+PROJECT+CUMULATIVE

INTERSECTION TYPE AND CONTROL

INTERSECTION TYPE: 4-LEG

MAJOR STREET DIRECTION: EAST/WEST

CONTROL TYPE NORTHBOUND: STOP SIGN

CONTROL TYPE SOUTHBOUND: STOP SIGN

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	333	0	258	
THRU	230	504	0	
RIGHT	0	30	378	

NUMBER OF LANES AND LANE USAGE

	EB	WB	NB	SB
LANES	2	1	2	
LANE USAGE			L + R	

	PERCENT GRADE	RIGHT TURN ANGLE	CURB RADIUS (ft) FOR RIGHT TURNS	ACCELERATION LANE FOR RIGHT TURNS
EASTBOUND	0.00	90	20	N
WESTBOUND	0.00	90	20	N
NORTHBOUND	0.00	90	20	N
SOUTHBOUND	0.00	90	20	N

VEHICLE COMPOSITION

	% SU TRUCKS AND RV'S	% COMBINATION VEHICLES	% MOTORCYCLES
EASTBOUND	0	0	0
WESTBOUND	0	0	0
NORTHBOUND	0	0	0
SOUTHBOUND	0	0	0

CRITICAL GAPS

	TABULAR VALUES (Table 10-2)	ADJUSTED VALUE	SIGHT DIST. ADJUSTMENT	FINAL CRITICAL GAP
MINOR RIGHTS				
NB	5.50	5.50	0.00	5.50
SB	5.50	5.50	0.00	5.50
MAJOR LEFTS				
EB	5.50	5.50	0.00	5.50
WB	5.50	5.50	0.00	5.50
MINOR THROUGH				
NB	6.50	6.50	0.00	6.50
SB	6.00	6.00	0.00	6.00
MINOR LEFTS				
NB	7.00	7.00	0.00	7.00
SB	6.50	6.50	0.00	6.50

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... DEER SPRINGS ROAD
NAME OF THE NORTH/SOUTH STREET.... INTERSTATE 15 NB RAMPS
DATE AND TIME OF THE ANALYSIS..... 2-22-94 ; PM PEAK HOUR
OTHER INFORMATION.... EXISTING+PROJECT+CUMULATIVE

CAPACITY AND LEVEL-OF-SERVICE

Page-3

MOVEMENT	FLOW- RATE v (pcph)	POTEN- TIAL CAPACITY c (pcph) P	ACTUAL MOVEMENT CAPACITY c (pcph) M		SHARED CAPACITY c (pcph) SH		RESERVE CAPACITY c = c - v R SH		LOS
MINOR STREET									
NB LEFT	284	166	78	>	78	78	>	-206	-206 > F F
THROUGH	0	201	95	>		95	>		95 > E
RIGHT	416	979	979			979			563 A
MINOR STREET									
SB LEFT									
THROUGH									
RIGHT									
MAJOR STREET									
EB LEFT	366	603	603			603		237	C
WB LEFT	0	860	860			860		860	A

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... DEER SPRINGS ROAD
NAME OF THE NORTH/SOUTH STREET.... INTERSTATE 15 NB RAMPS
DATE AND TIME OF THE ANALYSIS..... 2-22-94 ; PM PEAK HOUR
OTHER INFORMATION.... EXISTING+PROJECT+CUMULATIVE

Future Unsignalized Intersection Analysis

All-Way Stop

AWSC Intersection Analysis TRB Circular 373

Intersection: Champagne Boulevard at Deer Springs Road
Scenario: Existing+Project PM Peak Hour

Input Worksheet				Capacity Analysis Worksheet			LOS Worksheet		
Turn Move	Turn Vol	Lanes	Pk Hr Factor	Distrib & Lane Effects	Turn Mvmt Effects	Approach Capacity	V/C Ratio	Delay (Seconds)	Level of Service
SR	317	0	1	532	-117	415	1.19	92	F
ST	147	1	1						
SL	30	0	1						
WR	33	0	1	397	-27	370	0.47	6	B
WT	110	1	1						
WL	30	0	1						
NR	50	0	1	484	2	486	0.50	7	B
NT	152	1	1						
NL	40	0	1						
ER	60	0	1	787	107	894	0.72	15	C
ET	230	2	1						
EL	354	0	1						

Intersection	
Average Delay	Level of Service
37	E

Volume Summary Worksheet													
Turn Move Flow	Subject Approach Flow Rate	Propor Left Turn	Propor Right Turn	Opposing Approach Flow Rate	Conflicting Approach Flow Rate	Total Intersection Flow Rate	Prop Sub A Flow Rate (>0.2,<0.5)	Prop Opp A Flow Rate (>0.0,<0.5)	Prop Conf A Flow Rate (>0.2,<0.5)	Prop Lt Opp A	Prop Rt Opp A	Prop Lt Conf A	Prop Rt Conf A
317 147 30	494	0.64 0.06		242	817	1553	0.32	0.16	0.53	0.21 0.17		0.11 0.47	
33 110 30	173	0.19 0.17		644	736	1553	0.11	0.41	0.47	0.09 0.55		0.50 0.10	
50 152 40	242	0.21 0.17		494	817	1553	0.16	0.32	0.53	0.64 0.06		0.11 0.47	
60 230 354	644	0.09 0.55		173	736	1553	0.41	0.11	0.47	0.19 0.17		0.50 0.10	

Date: 2/22/94

AWSC Intersection Analysis

TRB Circular 373

Intersection: Champagne Boulevard at Deer Springs Road

Scenario: Existing+Project+Cumulative PM Peak Hour

Input Worksheet				Capacity Analysis Worksheet			LOS Worksheet		
Turn Move	Turn Vol	Lanes	Pk Hr Factor	Distrib & Lane Effects	Turn Mvmt Effects	Approach Capacity	V/C Ratio	Delay (Seconds)	Level of Service
SR	328	0	1	525	-117	408	1.24	111	F
ST	147	1	1						
SL	30	0	1						
WR	33	0	1	404	-21	383	0.47	6	B
WT	116	1	1						
WL	30	0	1						
NR	50	0	1	474	4	478	0.51	7	B
NT	152	1	1						
NL	40	0	1						
ER	60	0	1	797	111	908	0.72	15	C
ET	235	2	1						
EL	363	0	1						

Intersection	
Average Delay	Level of Service
43	E

Volume Summary Worksheet													
Turn Move Flow	Subject Approach Flow Rate	Propor Left Turn	Propor Right Turn	Opposing Approach Flow Rate	Conflicting Approach Flow Rate	Total Intersection Flow Rate	Prop Sub A Flow Rate (>0.2,<0.5)	Prop Opp A Flow Rate (>0.0,<0.5)	Prop Conf A Flow Rate (>0.2,<0.5)	Prop Lt Opp A	Prop Rt Opp A	Prop Lt Conf A	Prop Rt Conf A
328 147 30	505	0.65 0.06		242	837	1584	0.32	0.15	0.53	0.21		0.11	
33 116 30	179	0.18 0.17		658	747	1584	0.11	0.42	0.47	0.17	0.47		
50 152 40	242	0.21 0.17		505	837	1584	0.15	0.32	0.53	0.09	0.51		
60 235 363	658	0.09 0.55		179	747	1584	0.42	0.11	0.47	0.65	0.11		

Date: 2/22/94

Future Signalized Intersection Analysis

1985 HCM Worksheets

1985 HCM: SIGNALIZED INTERSECTIONS

SUMMARY REPORT

INTERSECTION..GOPHER CANYON RD/I15 SB RAMPS

AREA TYPE.....OTHER

ANALYST.....F CHASE

DATE.....2-22-94

TIME.....PM PEAK HOUR

COMMENT.....EXISTING

VOLUMES					:	GEOMETRY					
	EB	WB	NB	SB	:	EB		WB	NB		SB
LT	0	130	0	50	:	TR	12.0	L	12.0	LT	12.0
TH	200	290	0	0	:		12.0	T	12.0	R	12.0
RT	210	0	0	120	:		12.0	T	12.0		12.0
RR	0	0	0	0	:		12.0		12.0		12.0
					:		12.0		12.0		12.0
					:		12.0		12.0		12.0

ADJUSTMENT FACTORS											
	GRADE	HV	ADJ	PKG	BUSES	PHF	PEDS	PED.	BUT.	ARR.	TYPE
	(%)	(%)	Y/N	Nm	Nb			Y/N	min T		
EB	0.00	2.00	N	0	0	1.00	0	N	8.3	3	
WB	0.00	2.00	N	0	0	1.00	0	N	8.3	3	
NB	0.00	2.00	N	0	0	1.00	0	N	16.8	3	
SB	0.00	2.00	N	0	0	1.00	0	N	16.8	3	

SIGNAL SETTINGS								CYCLE LENGTH = 60.0			
		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT					NB	LT				
	TH	X					TH				
	RT	X					RT				
	PD	X					PD				
WB	LT	X				SB	LT	X			
	TH	X					TH	X			
	RT						RT	X			
	PD	X					PD				
GREEN		36.0	0.0	0.0	0.0	GREEN		20.0	0.0	0.0	0.0
YELLOW		2.0	0.0	0.0	0.0	YELLOW		2.0	0.0	0.0	0.0

LEVEL OF SERVICE								
	LANE	GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	TR		0.462	0.600	4.5	A	4.5	A
WB	L		0.220	0.600	4.2	A	3.6	A
	T		0.142	0.600	3.4	A		
SB	LT		0.099	0.333	8.9	B	2.7	A
	R		0.085	0.933	0.1	A		

INTERSECTION: Delay = 3.8 (sec/veh) V/C = 0.382 LOS = A

1985 HCM: SIGNALIZED INTERSECTIONS

SUMMARY REPORT

INTERSECTION..GOPHER CANYON RD/I15 SB RAMP'S

AREA TYPE.....OTHER

ANALYST.....P CHASE

DATE.....2-22-94

TIME.....PM PEAK HOUR

COMMENT.....EXISTING+PROJECT

VOLUMES					GEOMETRY						
	EB	WB	NB	SB		EB	WB	NB	SB		
LT	0	130	0	83	TR	12.0	L	12.0	12.0	LT	12.0
TH	318	384	0	0		12.0	T	12.0	12.0	R	12.0
RT	210	0	0	120		12.0	T	12.0	12.0		12.0
RR	0	0	0	0		12.0		12.0	12.0		12.0
						12.0		12.0	12.0		12.0
						12.0		12.0	12.0		12.0

ADJUSTMENT FACTORS										
	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	1.00	0	N	8.3	3
WB	0.00	2.00	N	0	0	1.00	0	N	8.3	3
NB	0.00	2.00	N	0	0	1.00	0	N	16.8	3
SB	0.00	2.00	N	0	0	1.00	0	N	16.8	3

SIGNAL SETTINGS								CYCLE LENGTH = 60.0			
		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT					NB	LT				
	TH	X					TH				
	RT	X					RT				
	PD	X					PD				
WB	LT	X				SB	LT	X			
	TH	X					TH	X			
	RT						RT	X			
	PD	X					PD				
GREEN		36.0	0.0	0.0	0.0	GREEN		20.0	0.0	0.0	0.0
YELLOW		2.0	0.0	0.0	0.0	YELLOW		2.0	0.0	0.0	0.0

LEVEL OF SERVICE							
	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	TR	0.584	0.600	5.4	B	5.4	B
WB	L	0.263	0.600	4.4	A	3.7	A
	T	0.189	0.600	3.5	A		
SB	LT	0.164	0.333	9.1	B	3.8	A
	R	0.085	0.933	0.1	A		

INTERSECTION: Delay = 4.4 (sec/veh) V/C = 0.460 LOS = A

1985 HCM: SIGNALIZED INTERSECTIONS

SUMMARY REPORT

INTERSECTION..GOPHER CANYON RD/I15 SB RAMP

AREA TYPE.....OTHER

ANALYST.....P CHASE

DATE.....2-22-94

TIME.....PM PEAK HOUR

COMMENT.....EXISTING+PROJECT+CUMULATIVE

VOLUMES					GEOMETRY						
	EB	WB	NB	SB		EB	WB	NB	SB		
LT	0	130	0	83	TR	12.0	L	12.0	12.0	LT	12.0
TH	318	393	0	0		12.0	T	12.0	12.0	R	12.0
RT	221	0	0	120		12.0	T	12.0	12.0		12.0
RR	0	0	0	0		12.0		12.0	12.0		12.0
						12.0		12.0	12.0		12.0
						12.0		12.0	12.0		12.0

ADJUSTMENT FACTORS										
	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	1.00	0	N	8.3	3
WB	0.00	2.00	N	0	0	1.00	0	N	8.3	3
NB	0.00	2.00	N	0	0	1.00	0	N	16.8	3
SB	0.00	2.00	N	0	0	1.00	0	N	16.8	3

SIGNAL SETTINGS					CYCLE LENGTH = 60.0				
	PH-1	PH-2	PH-3	PH-4		PH-1	PH-2	PH-3	PH-4
EB LT					NB LT				
TH	X				TH				
RT	X				RT				
PD	X				PD				
WB LT	X				SB LT	X			
TH	X				TH	X			
RT					RT	X			
PD	X				PD				
GREEN	36.0	0.0	0.0	0.0	GREEN	20.0	0.0	0.0	0.0
YELLOW	2.0	0.0	0.0	0.0	YELLOW	2.0	0.0	0.0	0.0

LEVEL OF SERVICE							
	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	TR	0.597	0.600	5.5	B	5.5	B
WB	L	0.268	0.600	4.4	A	3.7	A
	T	0.193	0.600	3.5	A		
SB	LT	0.164	0.333	9.1	B	3.8	A
	R	0.085	0.933	0.1	A		

INTERSECTION: Delay = 4.5 (sec/veh) V/C = 0.469 LOS = A

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

INTERSECTION..GOPHER CANYON ROAD/I15 NB RAMPS
AREA TYPE.....OTHER
ANALYST.....P CHASE
DATE.....2-22-94
TIME.....PM PEAK HOUR
COMMENT.....EXISTING

VOLUMES					GEOMETRY				
	EB	WB	NB	SB		EB	WB	NB	SB
LT	120	0	200	0	L	12.0	12.0	12.0	12.0
TH	130	220	0	0	T	12.0	12.0	12.0	12.0
RT	0	30	250	0	T	12.0	12.0	12.0	12.0
RR	0	0	0	0		12.0	12.0	12.0	12.0
						12.0	12.0	12.0	12.0
						12.0	12.0	12.0	12.0

ADJUSTMENT FACTORS									
	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T
EB	0.00	2.00	N	0	0	1.00	0	N	8.3
WB	0.00	2.00	N	0	0	1.00	0	N	8.3
NB	0.00	2.00	N	0	0	1.00	0	N	16.8
SB	0.00	2.00	N	0	0	1.00	0	N	16.8

SIGNAL SETTINGS									
					CYCLE LENGTH = 60.0				
	PH-1	PH-2	PH-3	PH-4		PH-1	PH-2	PH-3	PH-4
EB LT	X				NB LT	X			
TH	X				TH	X			
RT					RT	X			
PD	X				PD	X			
WB LT					SB LT				
TH	X				TH				
RT	X				RT				
PD	X				PD				
GREEN	36.0	0.0	0.0	0.0	GREEN	20.0	0.0	0.0	0.0
YELLOW	2.0	0.0	0.0	0.0	YELLOW	2.0	0.0	0.0	0.0

LEVEL OF SERVICE							
	LANE	GRP.	V/C	G/C	DELAY	LOS	APP. LOS
EB	L		0.156	0.600	4.0	A	A
	T		0.064	0.600	3.2	A	
WB	TR		0.125	0.600	3.4	A	A
NB	LT		0.396	0.333	10.2	B	A
	R		0.177	0.933	0.1	A	

INTERSECTION: Delay = 4.0 (sec/veh) V/C = 0.277 LOS = A

1985 HCM: SIGNALIZED INTERSECTIONS

SUMMARY REPORT

INTERSECTION..GOPHER CANYON ROAD/I15 NB RAMPS

AREA TYPE.....OTHER

ANALYST.....P CHASE

DATE.....2-22-94

TIME.....PM PEAK HOUR

COMMENT.....EXISTING+PROJECT

VOLUMES					GEOMETRY					
	EB	WB	NB	SB		EB	WB	LT	NB	SB
LT	120	0	200	0	L	12.0	T	12.0	12.0	12.0
TH	281	314	0	0	T	12.0	TR	12.0	12.0	12.0
RT	0	56	250	0	T	12.0		12.0	12.0	12.0
RR	0	0	0	0		12.0		12.0	12.0	12.0
						12.0		12.0	12.0	12.0
						12.0		12.0	12.0	12.0

ADJUSTMENT FACTORS										
	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	1.00	0	N	8.3	3
WB	0.00	2.00	N	0	0	1.00	0	N	8.3	3
NB	0.00	2.00	N	0	0	1.00	0	N	16.8	3
SB	0.00	2.00	N	0	0	1.00	0	N	16.8	3

SIGNAL SETTINGS								CYCLE LENGTH = 60.0			
		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X				NB	LT	X			
	TH	X					TH	X			
	RT						RT	X			
	PD	X					PD	X			
WB	LT					SB	LT				
	TH	X					TH				
	RT	X					RT				
	PD	X					PD				
GREEN		36.0	0.0	0.0	0.0	GREEN		20.0	0.0	0.0	0.0
YELLOW		2.0	0.0	0.0	0.0	YELLOW		2.0	0.0	0.0	0.0

LEVEL OF SERVICE							
	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L	0.175	0.600	4.1	A	3.6	A
	T	0.138	0.600	3.4	A		
WB	TR	0.186	0.600	3.5	A	3.5	A
NB	LT	0.396	0.333	10.2	B	4.6	A
	R	0.177	0.933	0.1	A		

INTERSECTION: Delay = 3.9 (sec/veh) V/C = 0.296 LOS = A

1985 HCM: SIGNALIZED INTERSECTIONS

SUMMARY REPORT

INTERSECTION..GOPHER CANYON ROAD/I15 NB RAMP

AREA TYPE.....OTHER

ANALYST.....F CHASE

DATE.....2-22-94

TIME.....PM PEAK HOUR

COMMENT.....EXISTING+PROJECT+CUMULATIVE

VOLUMES					:	GEOMETRY					
	EB	WB	NB	SB	:	EB		WB		NB	SB
LT	120	0	209	0	:	L	12.0	T	12.0	LT	12.0
TH	281	314	0	0	:	T	12.0	TR	12.0	R	12.0
RT	0	56	250	0	:	T	12.0				12.0
RR	0	0	0	0	:		12.0				12.0
					:		12.0				12.0
					:		12.0				12.0

ADJUSTMENT FACTORS										
	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	1.00	0	N	8.3	3
WB	0.00	2.00	N	0	0	1.00	0	N	8.3	3
NB	0.00	2.00	N	0	0	1.00	0	N	16.8	3
SB	0.00	2.00	N	0	0	1.00	0	N	16.8	3

SIGNAL SETTINGS								CYCLE LENGTH = 60.0			
		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X				NB	LT	X			
	TH	X					TH	X			
	RT						RT	X			
	PD	X					PD	X			
WB	LT					SB	LT				
	TH	X					TH				
	RT	X					RT				
	PD	X					PD				
GREEN		36.0	0.0	0.0	0.0	GREEN		20.0	0.0	0.0	0.0
YELLOW		2.0	0.0	0.0	0.0	YELLOW		2.0	0.0	0.0	0.0

LEVEL OF SERVICE							
	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L	0.175	0.600	4.1	A	3.6	A
	T	0.138	0.600	3.4	A		
WB	TR	0.186	0.600	3.5	A	3.5	A
NB	LT	0.414	0.333	10.3	B	4.7	A
	R	0.177	0.933	0.1	A		

INTERSECTION: Delay = 4.0 (sec/veh) V/C = 0.296 LOS = A

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

INTERSECTION..GOPHER CANYON ROAD/CHAMPAGNE BOULEVARD
AREA TYPE.....OTHER
ANALYST.....P CHASE
DATE.....2-22-94
TIME.....PM PEAK HOUR
COMMENT.....EXISTING

VOLUMES					GEOMETRY				
	EB	WB	NB	SB		EB	WB	NB	SB
LT	200	0	110	0	L	12.0	12.0	12.0	12.0
TH	0	0	80	70	R	12.0	12.0	12.0	12.0
RT	180	0	0	140		12.0	12.0	12.0	12.0
RR	0	0	0	0		12.0	12.0	12.0	12.0
						12.0	12.0	12.0	12.0
						12.0	12.0	12.0	12.0

ADJUSTMENT FACTORS									
	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T
EB	0.00	2.00	N	0	0	1.00	0	N	11.5
WB	0.00	2.00	N	0	0	1.00	0	N	11.5
NB	0.00	2.00	N	0	0	1.00	0	N	8.5
SB	0.00	2.00	N	0	0	1.00	0	N	8.5

SIGNAL SETTINGS									
					CYCLE LENGTH = 60.0				
	PH-1	PH-2	PH-3	PH-4		PH-1	PH-2	PH-3	PH-4
EB LT	X				NB LT	X			
TH					TH	X			
RT	X				RT				
PD					PD	X			
WB LT					SB LT				
TH					TH	X			
RT					RT	X			
PD					PD	X			
GREEN	20.0	0.0	0.0	0.0	GREEN	36.0	0.0	0.0	0.0
YELLOW	2.0	0.0	0.0	0.0	YELLOW	2.0	0.0	0.0	0.0

LEVEL OF SERVICE							
	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L	0.396	0.333	12.0	B	6.3	B
	R	0.127	0.933	0.1	A		
NB	L	0.144	0.600	4.0	A	3.7	A
	T	0.075	0.600	3.2	A		
SB	TR	0.242	0.600	3.7	A	3.7	A

INTERSECTION: Delay = 5.0 (sec/veh) V/C = 0.297 LOS = A

1985 HCM: SIGNALIZED INTERSECTIONS

SUMMARY REPORT

INTERSECTION..GOPHER CANYON ROAD/CHAMPAGNE BOULEVARD

AREA TYPE.....OTHER

ANALYST.....P CHASE

DATE.....2-22-94

TIME.....PM PEAK HOUR

COMMENT.....EXISTING+PROJECT

VOLUMES					GEOMETRY				
	EB	WB	NB	SB		EB	WB	NB	SB
LT	200	0	230	0	L	12.0	12.0	12.0	12.0
TH	0	0	253	162	R	12.0	12.0	12.0	12.0
RT	331	0	0	140		12.0	12.0	12.0	12.0
RR	0	0	0	0		12.0	12.0	12.0	12.0
						12.0	12.0	12.0	12.0
						12.0	12.0	12.0	12.0

ADJUSTMENT FACTORS											
	GRADE	HV	ADJ	PKG	BUSES	PHF	PEDS	PED.	BUT.	ARR.	TYPE
	(%)	(%)	Y/N	Nm	Nb			Y/N	min T		
EB	0.00	2.00	N	0	0	1.00	0	N	11.5		3
WB	0.00	2.00	N	0	0	1.00	0	N	11.5		3
NB	0.00	2.00	N	0	0	1.00	0	N	8.5		3
SB	0.00	2.00	N	0	0	1.00	0	N	8.5		3

SIGNAL SETTINGS					CYCLE LENGTH = 60.0				
	PH-1	PH-2	PH-3	PH-4		PH-1	PH-2	PH-3	PH-4
EB LT	X				NB LT	X			
TH					TH	X			
RT	X				RT				
PD					PD	X			
WB LT					SB LT				
TH					TH	X			
RT					RT	X			
PD					PD	X			
GREEN	20.0	0.0	0.0	0.0	GREEN	36.0	0.0	0.0	0.0
YELLOW	2.0	0.0	0.0	0.0	YELLOW	2.0	0.0	0.0	0.0

LEVEL OF SERVICE								
	LANE	GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L		0.396	0.333	12.0	B	4.6	A
	R		0.234	0.933	0.1	A		
NB	L		0.337	0.600	4.7	A	4.1	A
	T		0.237	0.600	3.6	A		
SB	TR		0.337	0.600	4.0	A	4.0	A

INTERSECTION: Delay = 4.3 (sec/veh) V/C = 0.451 LOS = A

1985 HCM: SIGNALIZED INTERSECTIONS

SUMMARY REPORT

INTERSECTION..GOPHER CANYON ROAD/CHAMPAGNE BOULEVARD

AREA TYPE.....OTHER

ANALYST.....P CHASE

DATE.....2-22-94

TIME.....PM PEAK HOUR

COMMENT.....EXISTING+PROJECT+CUMULATIVE

VOLUMES					GEOMETRY					
	EB	WB	NB	SB		EB	WB	NB	SB	
LT	200	0	230	0	L	12.0	12.0	12.0	12.0	TR
TH	0	0	153	162	R	12.0	12.0	12.0	12.0	
RT	331	0	0	140		12.0	12.0	12.0	12.0	
RR	0	0	0	0		12.0	12.0	12.0	12.0	
						12.0	12.0	12.0	12.0	
						12.0	12.0	12.0	12.0	

ADJUSTMENT FACTORS										
	GRADE (%)	HV (%)	ADJ Y/N	PKB Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	1.00	0	N	11.5	3
WB	0.00	2.00	N	0	0	1.00	0	N	11.5	3
NB	0.00	2.00	N	0	0	1.00	0	N	8.5	3
SB	0.00	2.00	N	0	0	1.00	0	N	8.5	3

SIGNAL SETTINGS										CYCLE LENGTH = 60.0	
		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X				NB	LT	X			
	TH						TH	X			
	RT	X					RT				
	PD						PD	X			
WB	LT					SB	LT				
	TH						TH	X			
	RT						RT	X			
	PD						PD	X			
GREEN		20.0	0.0	0.0	0.0	GREEN		36.0	0.0	0.0	0.0
YELLOW		2.0	0.0	0.0	0.0	YELLOW		2.0	0.0	0.0	0.0

LEVEL OF SERVICE							
	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L	0.396	0.333	12.0	B	4.6	A
	R	0.234	0.933	0.1	A		
NB	L	0.337	0.600	4.7	A	4.2	A
	T	0.143	0.600	3.4	A		
SB	TR	0.337	0.600	4.0	A	4.0	A

INTERSECTION: Delay = 4.3 (sec/veh) V/C = 0.451 LOS = A

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

INTERSECTION..OLD CASTLE ROAD/CHAMPAGNE BOULEVARD
AREA TYPE.....OTHER
ANALYST.....P CHASE
DATE.....2-22-94
TIME.....PM PEAK HOUR
COMMENT.....EXISTING

VOLUMES					GEOMETRY						
	EB	WB	NB	SB	EB	WB	NB	SB			
LT	0	20	0	180	12.0	L	12.0	TR	12.0	L	12.0
TH	0	0	90	70	12.0	R	12.0		12.0	T	12.0
RT	0	100	50	0	12.0		12.0		12.0		12.0
RR	0	0	0	0	12.0		12.0		12.0		12.0
					12.0		12.0		12.0		12.0
					12.0		12.0		12.0		12.0

ADJUSTMENT FACTORS										
	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	FED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	1.00	0	N	11.5	3
WB	0.00	2.00	N	0	0	1.00	0	N	11.5	3
NB	0.00	2.00	N	0	0	1.00	0	N	8.5	3
SB	0.00	2.00	N	0	0	1.00	0	N	8.5	3

SIGNAL SETTINGS								CYCLE LENGTH = 60.0			
		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT					NB	LT				
	TH						TH	X			
	RT						RT	X			
	PD						PD	X			
WB	LT	X				SB	LT	X			
	TH						TH	X			
	RT	X					RT				
	PD						PD	X			
GREEN		20.0	0.0	0.0	0.0	GREEN		36.0	0.0	0.0	0.0
YELLOW		2.0	0.0	0.0	0.0	YELLOW		2.0	0.0	0.0	0.0

LEVEL OF SERVICE							
	LANE	GRP.	V/C	G/C	DELAY	LOS	APP. LOS
WB	L		0.040	0.333	10.3	B	A
	R		0.071	0.933	0.1	A	
NB	TR		0.154	0.600	3.4	A	A
SB	L		0.218	0.600	4.2	A	A
	T		0.065	0.600	3.2	A	

INTERSECTION: Delay = 3.3 (sec/veh) V/C = 0.211 LOS = A

1985 HCM: SIGNALIZED INTERSECTIONS

SUMMARY REPORT

INTERSECTION..OLD CASTLE ROAD/CHAMPAGNE BOULEVARD

AREA TYPE.....OTHER

ANALYST.....P CHASE

DATE.....2-22-94

TIME.....PM PEAK HOUR

COMMENT.....EXISTING+PROJECT

VOLUMES					:	GEOMETRY							
	EB	WB	NB	SB	:	EB		WB		NB		SB	
LT	0	92	0	180	:	12.0	L	12.0	TR	12.0	L	12.0	
TH	0	0	282	313	:	12.0	R	12.0		12.0	T	12.0	
RT	0	100	107	0	:	12.0		12.0		12.0		12.0	
RR	0	0	0	0	:	12.0		12.0		12.0		12.0	
					:	12.0		12.0		12.0		12.0	
					:	12.0		12.0		12.0		12.0	

ADJUSTMENT FACTORS										
	GRADE	HV	ADJ	PKG	BUSES	PHF	PEDS	PED.	BUT.	ARR. TYPE
	(%)	(%)	Y/N	Nm	Nb			Y/N	min T	
EB	0.00	2.00	N	0	0	1.00	0	N	11.5	3
WB	0.00	2.00	N	0	0	1.00	0	N	11.5	3
NB	0.00	2.00	N	0	0	1.00	0	N	8.5	3
SB	0.00	2.00	N	0	0	1.00	0	N	8.5	3

SIGNAL SETTINGS										CYCLE LENGTH = 60.0
	PH-1	PH-2	PH-3	PH-4		PH-1	PH-2	PH-3	PH-4	
EB LT					NB LT					
TH					TH	X				
RT					RT	X				
PD					PD	X				
WB LT	X				SB LT	X				
TH					TH	X				
RT	X				RT					
PD					PD	X				
GREEN	20.0	0.0	0.0	0.0	GREEN	36.0	0.0	0.0	0.0	
YELLOW	2.0	0.0	0.0	0.0	YELLOW	2.0	0.0	0.0	0.0	

LEVEL OF SERVICE							
	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
WB	L	0.182	0.333	10.8	B	5.2	B
	R	0.071	0.933	0.1	A		
NB	TR	0.422	0.600	4.3	A	4.3	A
SB	L	0.296	0.600	4.5	A	4.1	A
	T	0.293	0.600	3.8	A		

INTERSECTION: Delay = 4.4 (sec/veh) V/C = 0.342 LOS = A

1985 HCM: SIGNALIZED INTERSECTIONS

SUMMARY REPORT

INTERSECTION..OLD CASTLE ROAD/CHAMPAGNE BOULEVARD

AREA TYPE.....OTHER

ANALYST.....F CHASE

DATE.....2-22-94

TIME.....PM PEAK HOUR

COMMENT.....EXISTING+PROJECT+CUMULATIVE

VOLUMES					GEOMETRY						
	EB	WB	NB	SB	:	EB	WB	TR	NB	L	SB
LT	0	98	0	180	:	12.0	L	12.0	12.0	L	12.0
TH	0	0	282	313	:	12.0	R	12.0	12.0	T	12.0
RT	0	100	112	0	:	12.0			12.0		12.0
RR	0	0	0	0	:	12.0			12.0		12.0
					:	12.0			12.0		12.0
					:	12.0			12.0		12.0

ADJUSTMENT FACTORS										ARR. TYPE
	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	
EB	0.00	2.00	N	0	0	1.00	0	N	11.5	3
WB	0.00	2.00	N	0	0	1.00	0	N	11.5	3
NB	0.00	2.00	N	0	0	1.00	0	N	8.5	3
SB	0.00	2.00	N	0	0	1.00	0	N	8.5	3

SIGNAL SETTINGS										CYCLE LENGTH = 60.0
	PH-1	PH-2	PH-3	PH-4		PH-1	PH-2	PH-3	PH-4	
EB LT					NB LT					
TH					TH	X				
RT					RT	X				
PD					PD	X				
WB LT	X				SB LT	X				
TH					TH	X				
RT	X				RT					
PD					PD	X				
GREEN	20.0	0.0	0.0	0.0	GREEN	36.0	0.0	0.0	0.0	
YELLOW	2.0	0.0	0.0	0.0	YELLOW	2.0	0.0	0.0	0.0	

LEVEL OF SERVICE							
	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
WB	L	0.194	0.333	10.9	B	5.4	B
	R	0.071	0.933	0.1	A		
NB	TR	0.428	0.600	4.3	A	4.3	A
SB	L	0.298	0.600	4.5	A	4.1	A
	T	0.293	0.600	3.8	A		

INTERSECTION: Delay = 4.4 (sec/veh) V/C = 0.346 LOS = A

1985 HCM: SIGNALIZED INTERSECTIONS

SUMMARY REPORT

INTERSECTION..DEER SPRINGS RD/I15 SB RAMPS

AREA TYPE.....OTHER

ANALYST.....P CHASE

DATE.....2-22-94

TIME.....PM PEAK HOUR

COMMENT.....EXISTING

VOLUMES					GEOMETRY						
	EB	WB	NB	SB	:	EB	WB	NB	SB		
LT	0	200	0	30	:	TR	12.0	L	12.0	L	12.0
TH	390	260	0	0	:		12.0	T	12.0	TR	12.0
RT	100	0	0	200	:		12.0		12.0		12.0
RR	0	0	0	0	:		12.0		12.0		12.0
					:		12.0		12.0		12.0
					:		12.0		12.0		12.0

ADJUSTMENT FACTORS										
	GRADE	HV	ADJ	PKG	BUSES	PHF	PEDS	PED.	BUT.	ARR. TYPE
	(%)	(%)	Y/N	Nm	Nb			Y/N	min T	
EB	0.00	2.00	N	0	0	1.00	0	N	8.3	3
WB	0.00	2.00	N	0	0	1.00	0	N	8.3	3
NB	0.00	2.00	N	0	0	1.00	0	N	16.8	3
SB	0.00	2.00	N	0	0	1.00	0	N	16.8	3

SIGNAL SETTINGS								CYCLE LENGTH = 60.0			
		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT					NB	LT				
	TH	X					TH				
	RT	X					RT				
	PD	X					PD				
WB	LT	X				SB	LT	X			
	TH	X					TH	X			
	RT						RT	X			
	PD	X					PD				
GREEN		36.0	0.0	0.0	0.0	GREEN		20.0	0.0	0.0	0.0
YELLOW		2.0	0.0	0.0	0.0	YELLOW		2.0	0.0	0.0	0.0

LEVEL OF SERVICE							
	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	TR	0.525	0.600	4.9	A	4.9	A
WB	L	0.381	0.600	5.0	A	4.2	A
	T	0.243	0.600	3.7	A		
SB	L	0.059	0.333	10.3	B	10.2	B
	TR	0.396	0.333	10.2	B		

INTERSECTION: Delay = 5.7 (sec/veh) V/C = 0.479 LOS = B

1985 HCM: SIGNALIZED INTERSECTIONS

SUMMARY REPORT

INTERSECTION..DEER SPRINGS RD/I15 SB RAMPS

AREA TYPE.....OTHER

ANALYST.....P CHASE

DATE.....2-22-94

TIME.....PM PEAK HOUR

COMMENT.....EXISTING+PROJECT

VOLUMES					:	GEOMETRY						
	EB	WB	NB	SB	:	EB		WB	NB		SB	
LT	0	309	0	30	:	TR	12.0	L	12.0		L	12.0
TH	476	328	0	0	:		12.0	T	12.0		TR	12.0
RT	100	0	0	200	:		12.0		12.0			12.0
RR	0	0	0	0	:		12.0		12.0			12.0
					:		12.0		12.0			12.0
					:		12.0		12.0			12.0

ADJUSTMENT FACTORS											
	GRADE	HV	ADJ	PKG	BUSES	PHF	PEDS	PED.	BUT.	ARR.	TYPE
	(%)	(%)	Y/N	Nm	Nb			Y/N	min T		
EB	0.00	2.00	N	0	0	1.00	0	N	8.3		3
WB	0.00	2.00	N	0	0	1.00	0	N	8.3		3
NB	0.00	2.00	N	0	0	1.00	0	N	16.8		3
SB	0.00	2.00	N	0	0	1.00	0	N	16.8		3

SIGNAL SETTINGS					CYCLE LENGTH = 60.0				
	PH-1	PH-2	PH-3	PH-4		PH-1	PH-2	PH-3	PH-4
EB LT					NB LT				
TH	X				TH				
RT	X				RT				
PD	X				PD				
WB LT	X				SB LT	X			
TH	X				TH	X			
RT					RT	X			
PD	X				PD				
GREEN	36.0	0.0	0.0	0.0	GREEN	20.0	0.0	0.0	0.0
YELLOW	2.0	0.0	0.0	0.0	YELLOW	2.0	0.0	0.0	0.0

LEVEL OF SERVICE							
	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	TR	0.615	0.600	5.7	B	5.7	B
WB	L	0.680	0.600	9.0	B	6.3	B
	T	0.307	0.600	3.8	A		
SB	L	0.059	0.333	10.3	B	10.2	B
	TR	0.396	0.333	10.2	B		

INTERSECTION: Delay = 6.7 (sec/veh) V/C = 0.578 LOS = B

1985 HCM: SIGNALIZED INTERSECTIONS

SUMMARY REPORT

INTERSECTION..DEER SPRINGS RD/I15 SB RAMP

AREA TYPE.....OTHER

ANALYST.....P CHASE

DATE.....2-22-94

TIME.....PM PEAK HOUR

COMMENT.....EXISTING+PROJECT+CUMULATIVE

VOLUMES					GEOMETRY					
	EB	WB	NB	SB		EB	WB	NB	SB	
LT	0	309	0	30	TR	12.0	L	12.0	L	12.0
TH	533	452	0	0		12.0	T	12.0	TR	12.0
RT	189	0	0	251		12.0		12.0		12.0
RR	0	0	0	0		12.0		12.0		12.0
						12.0		12.0		12.0
						12.0		12.0		12.0

ADJUSTMENT FACTORS											
	GRADE	HV	ADJ	PKG	BUSES	PHF	FEDS	FED.	BUT.	ARR.	TYPE
	(%)	(%)	Y/N	Nm	Nb			Y/N	min T		
EB	0.00	2.00	N	0	0	1.00	0	N	8.3		3
WB	0.00	2.00	N	0	0	1.00	0	N	8.3		3
NB	0.00	2.00	N	0	0	1.00	0	N	16.8		3
SB	0.00	2.00	N	0	0	1.00	0	N	16.8		3

SIGNAL SETTINGS					CYCLE LENGTH = 60.0				
	PH-1	PH-2	PH-3	PH-4		PH-1	PH-2	PH-3	PH-4
EB LT					NB LT				
TH	X				TH				
RT	X				RT				
PD	X				PD				
WB LT	X				SB LT	X			
TH	X				TH	X			
RT					RT	X			
PD	X				PD				
GREEN	36.0	0.0	0.0	0.0	GREEN	20.0	0.0	0.0	0.0
YELLOW	2.0	0.0	0.0	0.0	YELLOW	2.0	0.0	0.0	0.0

LEVEL OF SERVICE							
	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	TR	0.781	0.600	8.4	B	8.4	B
WB	L	0.904	0.600	26.5	D	13.3	B
	T	0.423	0.600	4.3	A		
SB	L	0.059	0.333	10.3	B	10.8	B
	TR	0.497	0.333	10.9	B		

INTERSECTION: Delay = 10.9 (sec/veh) V/C = 0.759 LOS = B

1985 HCM: SIGNALIZED INTERSECTIONS

SUMMARY REPORT

INTERSECTION..DEER SPRINGS RD/I15 NB RAMP

AREA TYPE.....OTHER

ANALYST.....P CHASE

DATE.....2-22-94

TIME.....PM PEAK HOUR

COMMENT.....EXISTING

VOLUMES					:	GEOMETRY				
	EB	WB	NB	SB	:	EB	WB	NB	SB	
LT	290	0	150	0	:	L	12.0	TR	12.0	12.0
TH	130	310	0	0	:	T	12.0	TR	12.0	12.0
RT	0	30	240	0	:		12.0		12.0	12.0
RR	0	0	0	0	:		12.0		12.0	12.0
					:		12.0		12.0	12.0
					:		12.0		12.0	12.0

ADJUSTMENT FACTORS											
	GRADE	HV	ADJ	PKG	BUSES	PHF	PEDS	PED.	BUT.	ARR.	TYPE
	(%)	(%)	Y/N	Nm	Nb			Y/N	min T		
EB	0.00	2.00	N	0	0	1.00	0	N	8.3	3	
WB	0.00	2.00	N	0	0	1.00	0	N	8.3	3	
NB	0.00	2.00	N	0	0	1.00	0	N	16.8	3	
SB	0.00	2.00	N	0	0	1.00	0	N	16.8	3	

SIGNAL SETTINGS								CYCLE LENGTH = 60.0			
		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X				NB	LT	X			
	TH	X					TH	X			
	RT						RT	X			
	PD	X					PD	X			
WB	LT					SB	LT				
	TH	X					TH				
	RT	X					RT				
	PD	X					PD				
GREEN		36.0	0.0	0.0	0.0	GREEN		20.0	0.0	0.0	0.0
YELLOW		2.0	0.0	0.0	0.0	YELLOW		2.0	0.0	0.0	0.0

LEVEL OF SERVICE								
	LANE	GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L		0.446	0.600	5.3	B	4.7	A
	T		0.122	0.600	3.3	A		
WB	TR		0.358	0.600	4.0	A	4.0	A
NB	L		0.297	0.333	11.3	B	11.0	B
	TR		0.475	0.333	10.7	B		

INTERSECTION: Delay = 6.6 (sec/veh) V/C = 0.456 LOS = B

1985 HCM: SIGNALIZED INTERSECTIONS

SUMMARY REPORT

INTERSECTION..DEER SPRINGS RD/I15 NB RAMPS

AREA TYPE.....OTHER

ANALYST.....P CHASE

DATE.....2-22-94

TIME.....PM PEAK HOUR

COMMENT.....EXISTING+PROJECT

VOLUMES					GEOMETRY				
	EB	WB	NB	SB		EB	WB	NB	SB
LT	290	0	150	0	L	12.0	12.0	12.0	12.0
TH	216	487	0	0	T	12.0	12.0	12.0	12.0
RT	0	30	378	0		12.0	12.0	12.0	12.0
RR	0	0	0	0		12.0	12.0	12.0	12.0
						12.0	12.0	12.0	12.0
						12.0	12.0	12.0	12.0

ADJUSTMENT FACTORS											
	GRADE	HV	ADJ	PKG	BUSES	PHF	PEDS	PED.	BUT.	ARR.	TYPE
	(%)	(%)	Y/N	Nm	Nb			Y/N	min T		
EB	0.00	2.00	N	0	0	1.00	0	N	8.3		3
WB	0.00	2.00	N	0	0	1.00	0	N	8.3		3
NB	0.00	2.00	N	0	0	1.00	0	N	16.8		3
SB	0.00	2.00	N	0	0	1.00	0	N	16.8		3

SIGNAL SETTINGS					CYCLE LENGTH = 60.0				
	PH-1	PH-2	PH-3	PH-4		PH-1	PH-2	PH-3	PH-4
EB LT	X				NB LT	X			
TH	X				TH	X			
RT					RT	X			
PD	X				PD	X			
WB LT					SB LT				
TH	X				TH				
RT	X				RT				
PD	X				PD				
GREEN	36.0	0.0	0.0	0.0	GREEN	20.0	0.0	0.0	0.0
YELLOW	2.0	0.0	0.0	0.0	YELLOW	2.0	0.0	0.0	0.0

LEVEL OF SERVICE								
	LANE	GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L		0.577	0.600	6.8	B	5.4	B
	T		0.202	0.600	3.5	A		
WB	TR		0.542	0.600	5.0	B	5.0	B
NB	L		0.297	0.333	11.3	B	14.0	B
	TR		0.749	0.333	15.1	C		

INTERSECTION: Delay = 8.2 (sec/veh) V/C = 0.638 LOS = B

1985 HCM: SIGNALIZED INTERSECTIONS

SUMMARY REPORT

INTERSECTION..DEER SPRINGS RD/I15 NB RAMPS

AREA TYPE.....OTHER

ANALYST.....P CHASE

DATE.....2-22-94

TIME.....PM PEAK HOUR

COMMENT.....EXISTING+PROJECT+CUMULATIVE

VOLUMES					GEOMETRY				
	EB	WB	NB	SB		EB	WB	NB	SB
LT	333	0	258	0	L	12.0	12.0	12.0	12.0
TH	230	504	0	0	T	12.0	12.0	12.0	12.0
RT	0	30	378	0		12.0	12.0	12.0	12.0
RR	0	0	0	0		12.0	12.0	12.0	12.0
						12.0	12.0	12.0	12.0
						12.0	12.0	12.0	12.0

ADJUSTMENT FACTORS											
	GRADE	HV	ADJ	PKG	BUSES	PHF	PEDS	PED.	BUT.	ARR.	TYPE
	(%)	(%)	Y/N	Nm	Nb			Y/N	min T		
EB	0.00	2.00	N	0	0	1.00	0	N	8.3	3	
WB	0.00	2.00	N	0	0	1.00	0	N	8.3	3	
NB	0.00	2.00	N	0	0	1.00	0	N	16.8	3	
SB	0.00	2.00	N	0	0	1.00	0	N	16.8	3	

SIGNAL SETTINGS										CYCLE LENGTH = 60.0			
		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4		
EB	LT	X				NB	LT	X					
	TH	X					TH	X					
	RT						RT	X					
	PD	X					PD	X					
WB	LT					SB	LT						
	TH	X					TH						
	RT	X					RT						
	PD	X					PD						
GREEN		36.0	0.0	0.0	0.0	GREEN		20.0	0.0	0.0	0.0		
YELLOW		2.0	0.0	0.0	0.0	YELLOW		2.0	0.0	0.0	0.0		

LEVEL OF SERVICE							
	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L	0.682	0.600	8.8	B	6.7	B
	T	0.215	0.600	3.6	A		
WB	TR	0.560	0.600	5.2	B	5.2	B
NB	L	0.511	0.333	12.9	B	14.2	B
	TR	0.749	0.333	15.1	C		

INTERSECTION: Delay = 9.0 (sec/veh) V/C = 0.706 LOS = B

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

INTERSECTION..DEER SPRINGS ROAD/CHAMPAGNE BOULEVARD
AREA TYPE.....OTHER
ANALYST.....P CHASE
DATE.....2-22-94
TIME.....PM PEAK HOUR
COMMENT.....EXISTING

VOLUMES					GEOMETRY							
	EB	WB	NB	SB	:	EB	WB	NB	SB			
LT	130	30	40	20	:	L	12.0	LTR	12.0	LTR	12.0	LTR
TH	230	110	80	90	:	TR	12.0		12.0		12.0	
RT	60	20	50	140	:		12.0		12.0		12.0	
RR	0	0	0	0	:		12.0		12.0		12.0	
					:		12.0		12.0		12.0	
					:		12.0		12.0		12.0	

ADJUSTMENT FACTORS									
	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. /min T
EB	0.00	2.00	N	0	0	1.00	0	N	8.5
WB	0.00	2.00	N	0	0	1.00	0	N	8.5
NB	0.00	2.00	N	0	0	1.00	0	N	11.5
SB	0.00	2.00	N	0	0	1.00	0	N	11.5

SIGNAL SETTINGS									
					CYCLE LENGTH = 60.0				
	PH-1	PH-2	PH-3	PH-4		PH-1	PH-2	PH-3	PH-4
EB LT	X				NB LT	X			
TH	X				TH	X			
RT	X				RT	X			
PD	X				PD	X			
WB LT	X				SB LT	X			
TH	X				TH	X			
RT	X				RT	X			
PD	X				PD	X			
GREEN	24.0	0.0	0.0	0.0	GREEN	32.0	0.0	0.0	0.0
YELLOW	2.0	0.0	0.0	0.0	YELLOW	2.0	0.0	0.0	0.0

LEVEL OF SERVICE							
	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L	0.234	0.400	9.1	B	8.8	B
	TR	0.420	0.400	8.6	B		
WB	LTR	0.276	0.400	7.9	B	7.9	B
NB	LTR	0.222	0.533	4.8	A	4.8	A
SB	LTR	0.319	0.533	5.2	B	5.2	B

INTERSECTION: Delay = 7.0 (sec/veh) V/C = 0.362 LOS = B

1985 HCM: SIGNALIZED INTERSECTIONS

SUMMARY REPORT

INTERSECTION..DEER SPRINGS ROAD/CHAMPAGNE BOULEVARD

AREA TYPE.....OTHER

ANALYST.....F CHASE

DATE.....2-22-94

TIME.....PM PEAK HOUR

COMMENT.....EXISTING+PROJECT

VOLUMES					GEOMETRY							
	EB	WB	NB	SB	:	EB	WB	NB	SB			
LT	354	30	40	30	:	L	12.0	LTR	12.0	LTR	12.0	LTR
TH	230	110	152	147	:	TR	12.0		12.0		12.0	
RT	60	33	50	317	:		12.0		12.0		12.0	
RR	0	0	0	0	:		12.0		12.0		12.0	
					:		12.0		12.0		12.0	
					:		12.0		12.0		12.0	

ADJUSTMENT FACTORS										
	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	1.00	0	N	8.5	3
WB	0.00	2.00	N	0	0	1.00	0	N	8.5	3
NB	0.00	2.00	N	0	0	1.00	0	N	11.5	3
SB	0.00	2.00	N	0	0	1.00	0	N	11.5	3

SIGNAL SETTINGS										CYCLE LENGTH = 60.0
	PH-1	PH-2	PH-3	PH-4		PH-1	PH-2	PH-3	PH-4	
EB LT	X				NB LT	X				
TH	X				TH	X				
RT	X				RT	X				
PD	X				PD	X				
WB LT	X				SB LT	X				
TH	X				TH	X				
RT	X				RT	X				
PD	X				PD	X				
GREEN	24.0	0.0	0.0	0.0	GREEN	32.0	0.0	0.0	0.0	
YELLOW	2.0	0.0	0.0	0.0	YELLOW	2.0	0.0	0.0	0.0	

LEVEL OF SERVICE							
	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L	0.650	0.400	13.0	B	11.0	B
	TR	0.420	0.400	8.6	B		
WB	LTR	0.298	0.400	8.0	B	8.0	B
NB	LTR	0.341	0.533	5.3	B	5.3	B
SB	LTR	0.639	0.533	7.5	B	7.5	B

INTERSECTION: Delay = 8.7 (sec/veh) V/C = 0.644 LOS = B

1985 HCM: SIGNALIZED INTERSECTIONS

SUMMARY REPORT

 INTERSECTION..DEER SPRINGS ROAD/CHAMPAGNE BOULEVARD
 AREA TYPE.....OTHER
 ANALYST.....P CHASE
 DATE.....2-22-94
 TIME.....PM PEAK HOUR
 COMMENT.....EXISTING+PROJECT+CUMULATIVE

VOLUMES					GEOMETRY						
	EB	WB	NB	SB		EB	WB	NB	SB		
LT	363	30	40	30	: L	12.0	LTR	12.0	LTR	12.0	LTR
TH	235	116	152	147	: TR	12.0		12.0		12.0	
RT	60	33	50	328	:	12.0		12.0		12.0	
RR	0	0	0	0	:	12.0		12.0		12.0	
					:	12.0		12.0		12.0	
					:	12.0		12.0		12.0	

ADJUSTMENT FACTORS										
	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	FEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	1.00	0	N	8.5	3
WB	0.00	2.00	N	0	0	1.00	0	N	8.5	3
NB	0.00	2.00	N	0	0	1.00	0	N	11.5	3
SB	0.00	2.00	N	0	0	1.00	0	N	11.5	3

SIGNAL SETTINGS								CYCLE LENGTH = 60.0			
		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X				NB	LT	X			
	TH	X					TH	X			
	RT	X					RT	X			
	PD	X					PD	X			
WB	LT	X				SB	LT	X			
	TH	X					TH	X			
	RT	X					RT	X			
	PD	X					PD	X			
GREEN		24.0	0.0	0.0	0.0	GREEN		32.0	0.0	0.0	0.0
YELLOW		2.0	0.0	0.0	0.0	YELLOW		2.0	0.0	0.0	0.0

LEVEL OF SERVICE							
	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L	0.673	0.400	13.5	B	11.3	B
	TR	0.427	0.400	8.6	B		
WB	LTR	0.308	0.400	8.0	B	8.0	B
NB	LTR	0.344	0.533	5.3	B	5.3	B
SB	LTR	0.654	0.533	7.7	B	7.7	B

INTERSECTION: Delay = 8.9 (sec/veh) V/C = 0.662 LOS = B

Series 7 Unsignalized Intersection Analysis

1985 HCM Worksheet

IDENTIFYING INFORMATION

AVERAGE RUNNING SPEED, MAJOR STREET.. 50

PEAK HOUR FACTOR..... 1

AREA POPULATION..... 10000

NAME OF THE EAST/WEST STREET..... LAWRENCE WELK ROAD

NAME OF THE NORTH/SOUTH STREET..... CHAMPAGNE BOULEVARD

NAME OF THE ANALYST..... P CHASE

DATE OF THE ANALYSIS (mm/dd/yy)..... 2-22-94

TIME PERIOD ANALYZED..... PM PEAK HOUR

OTHER INFORMATION.... SERIES 7

INTERSECTION TYPE AND CONTROL

INTERSECTION TYPE: 4-LEG

MAJOR STREET DIRECTION: NORTH/SOUTH

CONTROL TYPE EASTBOUND: STOP SIGN

CONTROL TYPE WESTBOUND: STOP SIGN

TRAFFIC VOLUMES

	EB	WB	NB	SB
	----	----	----	----
LEFT	1	123	0	71
THRU	0	0	2218	413
RIGHT	0	36	258	0

NUMBER OF LANES AND LANE USAGE

	EB	WB	NB	SB
	----	----	----	----
LANES	1	2	3	2
LANE USAGE	LTR	L + R		

	PERCENT GRADE	RIGHT TURN ANGLE	CURB RADIUS (ft) FOR RIGHT TURNS	ACCELERATION LANE FOR RIGHT TURNS
EASTBOUND	0.00	90	20	N
WESTBOUND	0.00	90	20	N
NORTHBOUND	0.00	90	20	N
SOUTHBOUND	0.00	90	20	N

VEHICLE COMPOSITION

	% SU TRUCKS AND RV'S	% COMBINATION VEHICLES	% MOTORCYCLES
EASTBOUND	0	0	0
WESTBOUND	0	0	0
NORTHBOUND	0	0	0
SOUTHBOUND	0	0	0

CRITICAL GAPS

	TABULAR VALUES (Table 10-2)	ADJUSTED VALUE	SIGHT DIST. ADJUSTMENT	FINAL CRITICAL GAP
MINOR RIGHTS				
EB	6.30	6.30	0.00	6.30
WB	6.30	6.30	0.00	6.30
MAJOR LEFTS				
SB	5.90	5.90	0.00	5.90
NB	5.90	5.90	0.00	5.90
MINOR THROUGH				
EB	7.70	7.70	0.00	7.70
WB	7.70	7.70	0.00	7.70
MINOR LEFTS				
EB	8.20	8.20	0.00	8.20
WB	8.20	8.20	0.00	8.20

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... LAWRENCE WELK ROAD
NAME OF THE NORTH/SOUTH STREET.... CHAMPAGNE BOULEVARD
DATE AND TIME OF THE ANALYSIS..... 2-22-94 ; PM PEAK HOUR
OTHER INFORMATION.... SERIES 7

CAPACITY AND LEVEL-OF-SERVICE

Page-3

MOVEMENT	FLOW- RATE v (pcph)	POTEN- TIAL CAPACITY c (pcph) P	ACTUAL MOVEMENT CAPACITY c (pcph) M		SHARED CAPACITY c (pcph) SH		RESERVE CAPACITY c = c - v R SH		LOS
MINOR STREET									
EB LEFT	1	41	16	>	16	>	15	>	E
THROUGH	0	54	23	>	16	23	15	23	E
RIGHT	0	744	744	>	744	>	744	>	A
MINOR STREET									
WB LEFT	135	41	18		18		-117		F
THROUGH	0	54	23		23		23		E
RIGHT	40	303	303		303		263		C
MAJOR STREET									
SB LEFT	78	121	121		121		43		E
NB LEFT	0	627	627		627		627		A

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... LAWRENCE WELK ROAD
NAME OF THE NORTH/SOUTH STREET.... CHAMPAGNE BOULEVARD
DATE AND TIME OF THE ANALYSIS..... 2-22-94 ; PM PEAK HOUR
OTHER INFORMATION.... SERIES 7

Series 7 Signalized Intersection Analysis

1985 HCM Worksheets

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

INTERSECTION..GOPHER CANYON RD/I15 SB RAMPS
AREA TYPE.....OTHER
ANALYST.....P CHASE
DATE.....2-22-94
TIME.....PM PEAK HOUR
COMMENT.....SERIES 7

VOLUMES					:	GEOMETRY					
	EB	WB	NB	SB	:	EB		WB	NB		SB
LT	0	139	0	0	:	TR	12.0	L	12.0	LT	12.0
TH	865	763	0	0	:		12.0	T	12.0	R	12.0
RT	319	0	0	180	:		12.0	T	12.0		12.0
RR	0	0	0	0	:		12.0		12.0		12.0
					:		12.0		12.0		12.0
					:		12.0		12.0		12.0

	ADJUSTMENT FACTORS										
	GRADE	HV	ADJ	PKG	BUSES	PHF	PEDS	PED.	BUT.	ARR.	TYPE
	(%)	(%)	Y/N	Nm	Nb			Y/N	min T		
EB	0.00	2.00	N	0	0	1.00	0	N	8.3		3
WB	0.00	2.00	N	0	0	1.00	0	N	8.3		3
NB	0.00	2.00	N	0	0	1.00	0	N	16.8		3
SB	0.00	2.00	N	0	0	1.00	0	N	16.8		3

SIGNAL SETTINGS					CYCLE LENGTH = 60.0				
	PH-1	PH-2	PH-3	PH-4		PH-1	PH-2	PH-3	PH-4
EB LT					NB LT				
TH	X				TH				
RT	X				RT				
PD	X				PD				
WB LT	X				SB LT	X			
TH	X				TH	X			
RT					RT	X			
PD	X				PD				
GREEN	50.0	0.0	0.0	0.0	GREEN	6.0	0.0	0.0	0.0
YELLOW	2.0	0.0	0.0	0.0	YELLOW	2.0	0.0	0.0	0.0

LEVEL OF SERVICE							
	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	TR	0.923	0.833	9.2	B	9.2	B
WB	L	0.608	0.833	4.6	A	1.3	A
	T	0.270	0.833	0.7	A		
SB	LT	0.000	0.100	0.0	A	0.1	A
	R	0.127	0.933	0.1	A		

INTERSECTION: Delay = 5.3 (sec/veh) V/C = 0.952 LOS = B

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

INTERSECTION..GOPHER CANYON ROAD/I15 NB RAMP
AREA TYPE.....OTHER
ANALYST.....P CHASE
DATE.....2-22-94
TIME.....PM PEAK HOUR
COMMENT.....SERIES 7

VOLUMES					GEOMETRY					
	EB	WB	NB	SB		EB	WB	NB	SB	
LT	460	0	524	0	: L	12.0	T	12.0	LT	12.0
TH	405	378	0	0	: T	12.0	TR	12.0	R	12.0
RT	0	31	1033	0	: T	12.0		12.0		12.0
RR	0	0	0	0	:	12.0		12.0		12.0
					:	12.0		12.0		12.0
					:	12.0		12.0		12.0

ADJUSTMENT FACTORS										
	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	FEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	1.00	0	N	8.3	3
WB	0.00	2.00	N	0	0	1.00	0	N	8.3	3
NB	0.00	2.00	N	0	0	1.00	0	N	16.8	3
SB	0.00	2.00	N	0	0	1.00	0	N	16.8	3

SIGNAL SETTINGS								CYCLE LENGTH = 60.0			
		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X				NB	LT	X			
	TH	X					TH	X			
	RT						RT	X			
	PD	X					PD	X			
WB	LT					SB	LT				
	TH	X					TH				
	RT	X					RT				
	PD	X					PD				
GREEN		30.0	0.0	0.0	0.0	GREEN		26.0	0.0	0.0	0.0
YELLOW		2.0	0.0	0.0	0.0	YELLOW		2.0	0.0	0.0	0.0

LEVEL OF SERVICE							
	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L	0.842	0.500	17.8	C	11.9	B
	T	0.239	0.500	5.5	B		
WB	TR	0.244	0.500	5.5	B	5.5	B
NB	LT	0.798	0.433	13.6	B	5.5	B
	R	0.731	0.933	1.4	A		

INTERSECTION: Delay = 7.5 (sec/veh) V/C = 1.182 LOS = B

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

INTERSECTION..GOPHER CANYON ROAD/CHAMPAGNE BOULEVARD
AREA TYPE.....OTHER
ANALYST.....P CHASE
DATE.....2-22-94
TIME.....PM PEAK HOUR
COMMENT.....SERIES 7

VOLUMES					GEOMETRY				
	EB	WB	NB	SB		EB	WB	NB	SB
LT	753	0	242	0	L	12.0	12.0	12.0	TR 12.0
TH	0	0	1975	315	R	12.0	12.0	T 12.0	12.0
RT	685	0	0	168		12.0	12.0	12.0	12.0
RR	0	0	0	0		12.0	12.0	12.0	12.0
						12.0	12.0	12.0	12.0
						12.0	12.0	12.0	12.0

ADJUSTMENT FACTORS											
	GRADE	HV	ADJ	PKG	BUSES	PHF	PEDS	PED.	BUT.	ARR.	TYPE
	(%)	(%)	Y/N	Nm	Nb			Y/N	min T		
EB	0.00	2.00	N	0	0	1.00	0	N	11.5		3
WB	0.00	2.00	N	0	0	1.00	0	N	11.5		3
NB	0.00	2.00	N	0	0	1.00	0	N	8.5		3
SB	0.00	2.00	N	0	0	1.00	0	N	8.5		3

SIGNAL SETTINGS										CYCLE LENGTH = 60.0
	PH-1	PH-2	PH-3	PH-4		PH-1	PH-2	PH-3	PH-4	
EB LT	X				NB LT	X				
TH					TH	X				
RT	X				RT					
PD					PD	X				
WB LT					SB LT					
TH					TH	X				
RT					RT	X				
PD					PD	X				
GREEN	20.0	0.0	0.0	0.0	GREEN	36.0	0.0	0.0	0.0	
YELLOW	2.0	0.0	0.0	0.0	YELLOW	2.0	0.0	0.0	0.0	

LEVEL OF SERVICE							
	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L	1.491	0.333	*	*	*	*
	R	0.485	0.933	0.3	A		
NB	L	0.456	0.600	5.5	B	*	*
	T	1.847	0.600	*	*		
SB	TR	0.530	0.600	4.9	A	4.9	A

INTERSECTION: Delay = * (sec/veh) V/C = 1.720 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

INTERSECTION..GOPHER CANYON ROAD/CHAMPAGNE BOULEVARD
AREA TYPE.....OTHER
ANALYST.....P CHASE
DATE.....2-22-94
TIME.....PM PEAK HOUR
COMMENT.....SERIES 7 MITIGATED

VOLUMES					:	GEOMETRY						
	EB	WB	NB	SB	:	EB	WB		NB		SB	
LT	753	0	242	0	:	L	12.0	12.0	L	12.0	T	12.0
TH	0	0	1975	315	:	L	12.0	12.0	T	12.0	R	12.0
RT	685	0	0	168	:	R	12.0	12.0	T	12.0		12.0
RR	0	0	0	0	:		12.0	12.0		12.0		12.0
					:		12.0	12.0		12.0		12.0
					:		12.0	12.0		12.0		12.0

ADJUSTMENT FACTORS											
	GRADE	HV	ADJ	PKG	BUSES	PHF	PEDS	PED.	BUT.	ARR.	TYPE
	(%)	(%)	Y/N	Nm	Nb			Y/N	min T		
EB	0.00	2.00	N	0	0	1.00	0	N	11.5		3
WB	0.00	2.00	N	0	0	1.00	0	N	11.5		3
NB	0.00	2.00	N	0	0	1.00	0	N	8.5		3
SB	0.00	2.00	N	0	0	1.00	0	N	8.5		3

SIGNAL SETTINGS								CYCLE LENGTH = 60.0			
		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X				NB	LT	X			
	TH						TH	X			
	RT	X					RT				
	PD						PD	X			
WB	LT					SB	LT				
	TH						TH	X			
	RT						RT	X			
	PD						PD	X			
GREEN		20.0	0.0	0.0	0.0	GREEN		36.0	0.0	0.0	0.0
YELLOW		2.0	0.0	0.0	0.0	YELLOW		2.0	0.0	0.0	0.0

LEVEL OF SERVICE							
	LANE	GRP.	V/C	G/C	DELAY	LOS	
EB	L		0.887	0.333	22.1	C	12.0
	R		0.485	0.933	0.3	A	
NB	L		0.456	0.600	5.5	B	14.7
	T		0.970	0.600	15.7	C	
SB	T		0.295	0.600	3.8	A	2.5
	R		0.119	0.933	0.1	A	

INTERSECTION: Delay = 12.4 (sec/veh) V/C = 1.108 LOS = B

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

INTERSECTION..OLD CASTLE ROAD/CHAMPAGNE BOULEVARD
AREA TYPE.....OTHER
ANALYST.....P CHASE
DATE.....2-22-94
TIME.....PM PEAK HOUR
COMMENT.....SERIES 7

VOLUMES					:	GEOMETRY						
	EB	WB	NB	SB	:	EB		WB		NB		SB
LT	0	146	0	577	:	12.0	L	12.0	TR	12.0	L	12.0
TH	0	0	2110	423	:	12.0	R	12.0		12.0	T	12.0
RT	0	107	200	0	:	12.0		12.0		12.0		12.0
RR	0	0	0	0	:	12.0		12.0		12.0		12.0
					:	12.0		12.0		12.0		12.0
					:	12.0		12.0		12.0		12.0

ADJUSTMENT FACTORS										
	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	FED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	1.00	0	N	11.5	3
WB	0.00	2.00	N	0	0	1.00	0	N	11.5	3
NB	0.00	2.00	N	0	0	1.00	0	N	8.5	3
SB	0.00	2.00	N	0	0	1.00	0	N	8.5	3

SIGNAL SETTINGS										CYCLE LENGTH = 60.0	
	PH-1	PH-2	PH-3	PH-4		PH-1	PH-2	PH-3	PH-4		
EB LT					NB LT						
TH					TH	X					
RT					RT	X					
PD					PD	X					
WB LT	X				SB LT	X					
TH					TH	X					
RT	X				RT						
PD					PD	X					
GREEN	6.0	0.0	0.0	0.0	GREEN	50.0	0.0	0.0	0.0		
YELLOW	2.0	0.0	0.0	0.0	YELLOW	2.0	0.0	0.0	0.0		

LEVEL OF SERVICE								
	LANE	GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
WB	L		0.964	0.100	66.2	F	38.3	D
	R		0.076	0.933	0.1	A		
NB	TR		1.751	0.833	*	*	*	*
SB	L		4.847	0.833	*	*	*	*
	T		0.285	0.833	0.7	A		

INTERSECTION: Delay = * (sec/veh) V/C = 4.431 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS

SUMMARY REPORT

INTERSECTION..OLD CASTLE ROAD/CHAMPAGNE BOULEVARD

AREA TYPE.....OTHER

ANALYST.....P CHASE

DATE.....2-22-94

TIME.....PM PEAK HOUR

COMMENT.....SERIES 7 MITIGATED

	VOLUMES				GEOMETRY					
	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB
LT	0	146	0	577	12.0	L	12.0	T	12.0	L
TH	0	0	2110	423	12.0	R	12.0	T	12.0	L
RT	0	107	200	0	12.0		12.0	R	12.0	T
RR	0	0	0	0	12.0		12.0		12.0	
					12.0		12.0		12.0	
					12.0		12.0		12.0	

ADJUSTMENT FACTORS										
	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	1.00	0	N	11.5	3
WB	0.00	2.00	N	0	0	1.00	0	N	11.5	3
NB	0.00	2.00	N	0	0	1.00	0	N	8.5	3
SB	0.00	2.00	N	0	0	1.00	0	N	8.5	3

SIGNAL SETTINGS										CYCLE LENGTH = 60.0
	PH-1	PH-2	PH-3	PH-4		PH-1	PH-2	PH-3	PH-4	
EB LT					NB LT					
TH					TH	X				
RT					RT	X				
PD					PD	X				
WB LT	X				SB LT		X			
TH					TH	X	X			
RT	X				RT					
PD					PD	X				
GREEN	6.0	0.0	0.0	0.0	GREEN	37.0	11.0	0.0	0.0	
YELLOW	2.0	0.0	0.0	0.0	YELLOW	2.0	2.0	0.0	0.0	

LEVEL OF SERVICE							
	LANE	GRP.	V/C	G/C	DELAY	LOS	APP. DELAY
WB	L		0.964	0.100	66.2	F	38.3
	R		0.076	0.933	0.1	A	
NB	T		1.008	0.617	21.6	C	19.9
	R		0.184	0.717	1.8	A	
SB	L		1.008	0.183	48.8	E	29.1
	T		0.285	0.833	0.7	A	

INTERSECTION: Delay = 23.7 (sec/veh) V/C = 1.003 LOS = C

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

INTERSECTION..LAWRENCE WELK DR/CHAMPAGNE BOULEVARD
AREA TYPE.....OTHER
ANALYST.....P CHASE
DATE.....2-22-94
TIME.....PM PEAK HOUR
COMMENT.....SERIES 7

VOLUMES					:	GEOMETRY					
	EB	WB	NB	SB	:	EB	LT	WB	NB	SB	
LT	0	123	0	71	:	LTR	12.0	12.0	L	12.0	L
TH	0	0	2218	413	:		12.0	12.0	T	12.0	TR
RT	0	36	258	0	:		12.0	12.0	R	12.0	
RR	0	0	0	0	:		12.0	12.0		12.0	
					:		12.0	12.0		12.0	
					:		12.0	12.0		12.0	

ADJUSTMENT FACTORS										
	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	1.00	0	N	8.5	3
WB	0.00	2.00	N	0	0	1.00	0	N	8.5	3
NB	0.00	2.00	N	0	0	1.00	0	N	11.5	3
SB	0.00	2.00	N	0	0	1.00	0	N	11.5	3

SIGNAL SETTINGS								CYCLE LENGTH = 60.0			
		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X				NB	LT	X			
	TH	X					TH	X			
	RT	X					RT	X			
	PD	X					PD	X			
WB	LT	X				SB	LT	X			
	TH	X					TH	X			
	RT	X					RT	X			
	PD	X					PD	X			
GREEN		14.0	0.0	0.0	0.0	GREEN		42.0	0.0	0.0	0.0
YELLOW		2.0	0.0	0.0	0.0	YELLOW		2.0	0.0	0.0	0.0

LEVEL OF SERVICE							
	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	LTR	0.000	0.233	0.0	A	0.0	A
WB	LT	0.296	0.233	12.3	B	9.6	B
	R	0.025	0.933	0.1	A		
NB	L	0.000	0.700	0.0	A	*	*
	T	1.778	0.700	*	*		
	R	0.182	0.933	0.1	A		
SB	L	0.598	0.700	9.1	B	3.3	A
	TR	0.331	0.700	2.3	A		

INTERSECTION: Delay = * (sec/veh) V/C = 1.408 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

INTERSECTION..LAWRENCE WELK DR/CHAMPAGNE BOULEVARD
AREA TYPE.....OTHER
ANALYST.....P CHASE
DATE.....2-22-94
TIME.....PM PEAK HOUR
COMMENT.....SERIES 7 MITIGATED

VOLUMES					GEOMETRY							
	EB	WB	NB	SB		EB	WB	NB	SB		EB	WB
LT	0	123	0	71	: LTR	12.0	LT	12.0	L	12.0	L	12.0
TH	0	0	2218	413	: R	12.0	TH	12.0	T	12.0	TR	12.0
RT	0	36	258	0	:	12.0	RT	12.0	T	12.0		12.0
RR	0	0	0	0	:	12.0	RR	12.0	R	12.0		12.0
					:	12.0		12.0		12.0		12.0
					:	12.0		12.0		12.0		12.0

ADJUSTMENT FACTORS										
	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	1.00	0	N	8.5	3
WB	0.00	2.00	N	0	0	1.00	0	N	8.5	3
NB	0.00	2.00	N	0	0	1.00	0	N	11.5	3
SB	0.00	2.00	N	0	0	1.00	0	N	11.5	3

SIGNAL SETTINGS										CYCLE LENGTH = 60.0			
		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4		
EB	LT	X				NB	LT	X					
	TH	X					TH	X					
	RT	X					RT	X					
	PD	X					PD	X					
WB	LT	X				SB	LT	X					
	TH	X					TH	X					
	RT	X					RT	X					
	PD	X					PD	X					
GREEN		14.0	0.0	0.0	0.0	GREEN		42.0	0.0	0.0	0.0		
YELLOW		2.0	0.0	0.0	0.0	YELLOW		2.0	0.0	0.0	0.0		

LEVEL OF SERVICE							
	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	LTR	0.000	0.233	19.4	C	0.0	A
WB	LT	0.296	0.233	12.3	B	9.6	B
	R	0.025	0.933	0.1	A		
NB	L	0.000	0.700	0.0	A	8.6	B
	T	0.934	0.700	9.6	B		
	R	0.182	0.933	0.1	A		
SB	L	0.595	0.700	9.0	B	3.3	A
	TR	0.331	0.700	2.3	A		

INTERSECTION: Delay = 7.9 (sec/veh) V/C = 0.774 LOS = B

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

INTERSECTION..DEER SPRINGS RD/I15 SB RAMP
AREA TYPE.....OTHER
ANALYST.....P CHASE
DATE.....2-22-94
TIME.....PM PEAK HOUR
COMMENT.....SERIES 7

VOLUMES					:	GEOMETRY					
	EB	WB	NB	SB	:	EB		WB	NB		SB
LT	0	272	0	17	:	TR	12.0	L	12.0	L	12.0
TH	1196	746	0	0	:		12.0	T	12.0	TR	12.0
RT	324	0	0	217	:		12.0		12.0		12.0
RR	0	0	0	0	:		12.0		12.0		12.0
					:		12.0		12.0		12.0
					:		12.0		12.0		12.0

ADJUSTMENT FACTORS										
	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	1.00	0	N	8.3	3
WB	0.00	2.00	N	0	0	1.00	0	N	8.3	3
NB	0.00	2.00	N	0	0	1.00	0	N	16.8	3
SB	0.00	2.00	N	0	0	1.00	0	N	16.8	3

SIGNAL SETTINGS										CYCLE LENGTH = 60.0
	PH-1	PH-2	PH-3	PH-4		PH-1	PH-2	PH-3	PH-4	
EB LT					NB LT					
TH	X				TH					
RT	X				RT					
PD	X				PD					
WB LT	X				SB LT	X				
TH	X				TH	X				
RT					RT	X				
PD	X				PD					
GREEN	50.0	0.0	0.0	0.0	GREEN	6.0	0.0	0.0	0.0	
YELLOW	2.0	0.0	0.0	0.0	YELLOW	2.0	0.0	0.0	0.0	

LEVEL OF SERVICE							
	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	TR	1.175	0.833	104.3	F	104.3	F
WB	L	2.285	0.833	*	*	*	*
	T	0.502	0.833	1.1	A		
SB	L	0.112	0.100	18.7	C	*	*
	TR	1.433	0.100	*	*		

INTERSECTION: Delay = * (sec/veh) V/C = 2.193 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

INTERSECTION..DEER SPRINGS RD/I15 SB RAMP
AREA TYPE.....OTHER
ANALYST.....P CHASE
DATE.....2-22-94
TIME.....PM PEAK HOUR
COMMENT.....SERIES 7 MITIGATED

VOLUMES					:	GEOMETRY				
	EB	WB	NB	SB	:	EB	WB	NB	SB	
LT	0	272	0	17	:	T	12.0	L	12.0	
TH	1196	746	0	0	:	TR	12.0	T	12.0	
RT	324	0	0	217	:		12.0	T	12.0	
RR	0	0	0	0	:		12.0		12.0	
					:		12.0		12.0	
					:		12.0		12.0	

ADJUSTMENT FACTORS											
	GRADE	HV	ADJ	PKG	BUSES	PHF	PEDS	PED.	BUT.	ARR.	TYPE
	(%)	(%)	Y/N	Nm	Nb			Y/N	min T		
EB	0.00	2.00	N	0	0	1.00	0	N	8.3		3
WB	0.00	2.00	N	0	0	1.00	0	N	8.3		3
NB	0.00	2.00	N	0	0	1.00	0	N	16.8		3
SB	0.00	2.00	N	0	0	1.00	0	N	16.8		3

SIGNAL SETTINGS								CYCLE LENGTH = 60.0			
		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT					NB	LT				
	TH	X					TH				
	RT	X					RT				
	PD	X					PD				
WB	LT		X			SB	LT	X			
	TH	X	X				TH	X			
	RT						RT	X			
	PD	X	X				PD				
GREEN		30.0	13.0	0.0	0.0	GREEN		11.0	0.0	0.0	0.0
YELLOW		2.0	2.0	0.0	0.0	YELLOW		2.0	0.0	0.0	0.0

LEVEL OF SERVICE							
	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	TR	0.925	0.500	14.6	B	14.6	B
WB	L	0.742	0.217	22.0	C	6.8	B
	T	0.293	0.750	1.6	A		
SB	L	0.061	0.183	15.4	C	22.3	C
	TR	0.781	0.183	22.8	C		

INTERSECTION: Delay = 12.4 (sec/veh) V/C = 0.852 LOS = B

1985 HCM: SIGNALIZED INTERSECTIONS

SUMMARY REPORT

INTERSECTION..DEER SPRINGS RD/I15 NB RAMPS

AREA TYPE.....OTHER

ANALYST.....P CHASE

DATE.....2-22-94

TIME.....PM PEAK HOUR

COMMENT.....SERIES 7

VOLUMES					:	GEOMETRY				
	EB	WB	NB	SB	:	EB	WB	NB	SB	
LT	697	0	304	0	:	L	12.0	TR	12.0	L
TH	516	714	0	0	:	T	12.0	TR	12.0	TR
RT	0	94	281	0	:		12.0		12.0	
RR	0	0	0	0	:		12.0		12.0	
					:		12.0		12.0	
					:		12.0		12.0	

ADJUSTMENT FACTORS											
	GRADE	HV	ADJ	PKG	BUSES	PHF	PEDS	PED.	BUT.	ARR.	TYPE
	(%)	(%)	Y/N	Nm	Nb			Y/N	min T		
EB	0.00	2.00	N	0	0	1.00	0	N	8.3		3
WB	0.00	2.00	N	0	0	1.00	0	N	8.3		3
NB	0.00	2.00	N	0	0	1.00	0	N	16.8		3
SB	0.00	2.00	N	0	0	1.00	0	N	16.8		3

SIGNAL SETTINGS								CYCLE LENGTH = 60.0			
		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT		X			NB	LT	X			
	TH	X	X				TH	X			
	RT						RT	X			
	PD	X	X				PD	X			
WB	LT					SB	LT				
	TH	X					TH				
	RT	X					RT				
	PD	X					PD				
GREEN		28.0	14.0	0.0	0.0	GREEN		12.0	0.0	0.0	0.0
YELLOW		2.0	2.0	0.0	0.0	YELLOW		2.0	0.0	0.0	0.0

LEVEL OF SERVICE							
	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L	1.765	0.233	*	*	*	*
	T	0.395	0.733	2.0	A		
WB	TR	1.099	0.467	61.4	F	61.4	F
NB	L	1.003	0.200	59.0	E	47.7	E
	TR	0.928	0.200	35.5	D		

INTERSECTION: Delay = * (sec/veh) V/C = 1.250 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

INTERSECTION..DEER SPRINGS RD/I15 NB RAMP
AREA TYPE.....OTHER
ANALYST.....P CHASE
DATE.....2-22-94
TIME.....PM PEAK HOUR
COMMENT.....SERIES 7 MITIGATED

VOLUMES				:	GEOMETRY					
	EB	WB	NB	SB	:	EB	WB	NB	SB	
LT	697	0	304	0	:	L 12.0	T 12.0	L 12.0		12.0
TH	516	714	0	0	:	L 12.0	TR 12.0	TR 12.0		12.0
RT	0	94	281	0	:	T 12.0		12.0		12.0
RR	0	0	0	0	:	12.0	12.0	12.0		12.0
					:	12.0	12.0	12.0		12.0
					:	12.0	12.0	12.0		12.0

ADJUSTMENT FACTORS										
	GRADE (%)	HV (%)	ADJ Y/N	FKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	1.00	0	N	8.3	3
WB	0.00	2.00	N	0	0	1.00	0	N	8.3	3
NB	0.00	2.00	N	0	0	1.00	0	N	16.8	3
SB	0.00	2.00	N	0	0	1.00	0	N	16.8	3

SIGNAL SETTINGS								CYCLE LENGTH = 60.0			
		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT		X			NB	LT	X			
	TH	X	X				TH	X			
	RT						RT	X			
	PD	X	X				PD	X			
WB	LT					SB	LT				
	TH	X					TH				
	RT	X					RT				
	PD	X					PD				
GREEN		20.0	16.0	0.0	0.0	GREEN		18.0	0.0	0.0	0.0
YELLOW		2.0	2.0	0.0	0.0	YELLOW		2.0	0.0	0.0	0.0

LEVEL OF SERVICE								
	LANE	GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L		0.837	0.267	20.8	C	13.8	B
	T		0.457	0.633	3.9	A		
WB	TR		0.727	0.333	12.7	B	12.7	B
NB	L		0.669	0.300	16.6	C	15.0	B
	TR		0.618	0.300	13.2	B		

INTERSECTION: Delay = 13.7 (sec/veh) V/C = 0.740 LOS = B

1985 HCM: SIGNALIZED INTERSECTIONS

SUMMARY REPORT

INTERSECTION..DEER SPRINGS ROAD/CHAMPAGNE BOULEVARD

AREA TYPE.....OTHER

ANALYST.....P CHASE

DATE.....2-22-94

TIME.....PM PEAK HOUR

COMMENT.....SERIES 7

VOLUMES					GEOMETRY						
	EB	WB	NB	SB		EB	WB	NB	SB		
LT	287	47	54	51	: L	12.0	LTR	12.0	LTR	12.0	LTR
TH	502	456	2148	188	: TR	12.0		12.0		12.0	
RT	8	42	102	298	:	12.0		12.0		12.0	
RR	0	0	0	0	:	12.0		12.0		12.0	
					:	12.0		12.0		12.0	
					:	12.0		12.0		12.0	

ADJUSTMENT FACTORS										
	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	FED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	1.00	0	N	8.5	3
WB	0.00	2.00	N	0	0	1.00	0	N	8.5	3
NB	0.00	2.00	N	0	0	1.00	0	N	11.5	3
SB	0.00	2.00	N	0	0	1.00	0	N	11.5	3

SIGNAL SETTINGS										CYCLE LENGTH = 60.0			
		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4		
EB	LT	X				NB	LT	X					
	TH	X					TH	X					
	RT	X					RT	X					
	PD	X					PD	X					
WB	LT	X				SB	LT	X					
	TH	X					TH	X					
	RT	X					RT	X					
	PD	X					PD	X					
GREEN		24.0	0.0	0.0	0.0	GREEN		32.0	0.0	0.0	0.0		
YELLOW		2.0	0.0	0.0	0.0	YELLOW		2.0	0.0	0.0	0.0		

LEVEL OF SERVICE							
	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L	1.170	0.400	132.8	F	55.4	E
	TR	0.717	0.400	11.8	B		
WB	LTR	0.974	0.400	31.3	D	31.3	D
NB	LTR	3.060	0.533	*	*	*	*
SB	LTR	1.260	0.533	*	*	*	*

INTERSECTION: Delay = * (sec/veh) V/C = 2.250 LOS = *

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

INTERSECTION..DEER SPRINGS ROAD/CHAMPAGNE BOULEVARD
AREA TYPE.....OTHER
ANALYST.....P CHASE
DATE.....2-22-94
TIME.....PM PEAK HOUR
COMMENT.....SERIES 7

VOLUMES					GEOMETRY							
	EB	WB	NB	SB		EB	WB	NB	SB		EB	WB
LT	287	47	54	51	: L	12.0	L	12.0	L	12.0	L	12.0
TH	502	456	2148	188	: L	12.0	T	12.0	T	12.0	T	12.0
RT	8	42	102	298	: T	12.0	TR	12.0	T	12.0	R	12.0
RR	0	0	0	0	: TR	12.0		12.0	R	12.0		12.0
					:	12.0		12.0		12.0		12.0
					:	12.0		12.0		12.0		12.0

ADJUSTMENT FACTORS										ARR. TYPE
	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	
EB	0.00	2.00	N	0	0	1.00	0	N	8.5	3
WB	0.00	2.00	N	0	0	1.00	0	N	8.5	3
NB	0.00	2.00	N	0	0	1.00	0	N	11.5	3
SB	0.00	2.00	N	0	0	1.00	0	N	11.5	3

SIGNAL SETTINGS										CYCLE LENGTH = 60.0			
		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4		
EB	LT		X			NB	LT	X					
	TH	X					TH	X					
	RT	X					RT	X					
	PD	X					PD	X					
WB	LT		X			SB	LT	X					
	TH	X					TH	X					
	RT	X					RT	X					
	PD	X					PD	X					
GREEN		10.0	7.0	0.0	0.0	GREEN		37.0	0.0	0.0	0.0		
YELLOW		2.0	2.0	0.0	0.0	YELLOW		2.0	0.0	0.0	0.0		

LEVEL OF SERVICE							
	LANE	GRP.	V/C	G/C	DELAY	LOS	APP. LOS
EB	L		0.788	0.117	26.8	D	D
	TR		0.904	0.167	26.3	D	
WB	L		0.238	0.117	18.4	C	C
	TR		0.892	0.167	25.3	D	
NB	L		0.098	0.617	3.6	A	C
	T		1.026	0.617	25.8	D	
	R		0.072	0.933	0.1	A	
SB	L		0.428	0.617	6.1	B	A
	T		0.171	0.617	3.2	A	
	R		0.211	0.933	0.1	A	

INTERSECTION: Delay = 22.0 (sec/veh) V/C = 0.973 LOS = C

ChamG Sig Warr

Intersection	Major Speed	Approach Lanes		Major Leg Vol		Minor Leg Volume	Warrant 1		Warrant 2		Minor Approach	Major Approach
		Major	Minor	Leg 1	Leg 2		Major	Minor	Major	Minor		
Existing												
Gopher Cyn Rd	50	2	2	6,700	7,300	3,400	Yes	No	No	Yes	1,700	7,000
I15 SB Ramps								0.759	0.694			
Exist+Proj												
Gopher Cyn Rd	50	2	2	8,520	8,900	3,620	Yes	No	No	Yes	1,810	8,710
I15 SB Ramps								0.808	0.864			
Exist+Proj+Cum												
Gopher Cyn Rd	50	2	2	8,610	9,080	3,710	Yes	No	No	Yes	1,855	8,845
I15 SB Ramps								0.828	0.877			
2010w/Project												
Gopher Cyn Rd	30	2	2	17,760	21,720	2,630	Yes	No	Yes	No	1,315	19,740
I15 SB Ramps								0.411		0.822		
Existing												
Gopher Cyn Rd	50	2	2	6,300	6,700	4,500	No	Yes	No	Yes	2,250	6,500
I15 NB Ramps								0.967		0.645		
Exist+Proj												
Gopher Cyn Rd	50	2	2	8,340	8,520	4,720	Yes	Yes	No	Yes	2,360	8,430
I15 NB Ramps									0.836			
Existing												
Champagne Blvd	50	2	2	4,900	4,600	6,300	No	Yes	No	Yes	3,150	4,750
Gopher Cyn Rd								0.707		0.471		
Exist+Proj												
Champagne Blvd	50	2	2	6,140	7,880	8,340	Yes	Yes	No	Yes	4,170	7,010
Gopher Cyn Rd									0.695			
Existing												
Champagne Blvd	50	2	2	4,600	2,300	3,700	No	No	No	Yes	1,850	3,450
Old Castle Rd								0.513	0.826	0.342		
Exist+Proj												
Champagne Blvd	50	2	2	7,900	6,580	4,680	Yes	Yes	No	Yes	2,340	7,240
Old Castle Rd									0.718			
Existing												
Champagne Blvd	50	2	2	2,700	6,200	1,500	No	No	No	No	750	4,450
Lawrence Welk								0.662	0.335	0.441	0.67	
Exist+Proj												
Champagne Blvd	50	2	2	7,320	10,380	1,940	Yes	No	No	No	970	8,850
Lawrence Welk								0.433	0.878	0.866		

ChamG Sig Warr

Exist+Proj+Cum												
Champagne Blvd	50	2	2	7,420	10,580	2,040	Yes	No	No	No	1,020	9,000
Lawrence Welk								0.455	0.893	0.911		
2010w/Project												
Champagne Blvd	40	2	2	18,410	21,600	5,460	Yes	No	Yes	Yes	2,730	20,005
Lawrence Welk								0.853				
Existing												
Deer Springs Rd	50	2	2	8,800	12,600	3,000	Yes	No	Yes	Yes	1,500	10,700
I15 SB Ramps								0.67				
Existing												
Deer Springs Rd	50	2	2	8,800	8,000	3,900	Yes	No	No	Yes	1,950	8,400
I15 NB Ramps								0.871	0.833			
Exist+Proj												
Deer Springs Rd	50	2	2	10,890	11,020	4,830	Yes	Yes	Yes	Yes	2,415	10,955
I15 NB Ramps												
Existing												
Deer Springs Rd	50	2	1	8,000	5,400	6,200	No	Yes	No	Yes	3,100	6,700
Champagne Blvd							0.997		0.665			
Exist+Proj												
Deer Springs Rd	50	2	1	11,020	5,580	10,380	Yes	Yes	No	Yes	5,190	8,300
Champagne Blvd									0.823			
Existing												
Champagne Blvd	50	2	2	2,300	2,700	0	No	No	No	No	0	2,500
Main Proj Access							0.372	0	0.248	0		
Exist+Proj												
Champagne Blvd	50	2	2	6,620	7,230	3,150	Yes	No	No	Yes	1,575	6,925
Main Proj Access								0.703	0.687			
Exist+Proj+Cum												
Champagne Blvd	50	2	2	6,720	7,330	3,150	Yes	No	No	Yes	1,575	7,025
Main Proj Access								0.703	0.697			
Series 7												
Champagne Blvd	40	2	2	19,280	18,410	3,150	Yes	No	Yes	No	1,575	18,845
Main Proj Access								0.492		0.984		

Roadway Improvements Needed for Acceptable LOS

Scenario	Improvement
Existing Condition	<ul style="list-style-type: none"> • Signalize Interstate 15 southbound ramps at Deer Springs Road • Signalize Interstate 15 northbound ramps at Deer Springs Road
Project Impacts	<ul style="list-style-type: none"> • Signalize Interstate 15 southbound ramps at Gopher Cyn. Road • Signalize Interstate 15 northbound ramps at Gopher Cyn. Road • Signalize Champagne Boulevard at Gopher Canyon Road • Signalize Champagne Boulevard at Old Castle Road • Signalize Champagne Boulevard at Deer Springs Road • Widen Gopher Canyon Road west of Interstate 15 • Widen Champagne Boulevard between Gopher Cyn. Road and Old Castle Road and north of Lawrence Welk Drive to Deer Springs Road • Widen Deer Springs Road on either side of Interstate 15
Cumulative Impacts	None
Series 7 Impacts	<p>All Series 7 traffic impacts can be mitigated with master planned improvements. The following intersection improvements represent the minimum required for adequate levels of service.</p> <ul style="list-style-type: none"> • Signalize Champagne Boulevard at Lawrence Welk Road <p><u>Gopher Canyon Road @ Champagne Boulevard</u></p> <ul style="list-style-type: none"> • Add northbound through lane • Add southbound right turn lane • Add eastbound left turn lane <p><u>Old Castle Road @ Champagne Boulevard</u></p> <ul style="list-style-type: none"> • Add northbound through lane • Add northbound right turn lane • Add southbound left turn lane <p><u>Lawrence Welk Drive @ Champagne Boulevard</u></p> <ul style="list-style-type: none"> • Add northbound through lane <p><u>Deer Springs Road @ Interstate 15 southbound ramps</u></p> <ul style="list-style-type: none"> • Add eastbound through lane • Add westbound through lane <p><u>Deer Springs Road @ Interstate 15 northbound ramps</u></p> <ul style="list-style-type: none"> • Add eastbound left turn lane • Add westbound through lane <p><u>Deer Springs Road @ Champagne Boulevard</u></p> <ul style="list-style-type: none"> • Add northbound through lane • Add northbound left turn lane • Add northbound right turn lane • Add southbound left turn lane • Add southbound right turn lane • Add eastbound through lane • Add eastbound left turn lane • Add westbound through lane • Add westbound left turn lane

APPENDIX C
ACCOUSTICAL STUDY

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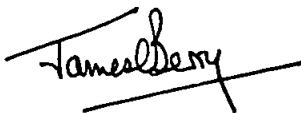
REPORT ON A PRELIMINARY ACOUSTICAL STUDY

CHAMPAGNE GARDENS
Champagne Boulevard, North San Diego County

Prepared for:

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By:

A handwritten signature in black ink, appearing to read "James C. Berry", is written over a horizontal line.

James C. Berry
Acoustician

Report No. 9401
March 5 1994

REPORT ON A PRELIMINARY ACOUSTICAL STUDY

CHAMPAGNE GARDENS Champagne Boulevard, North San Diego County

INTRODUCTION

Champagne Gardens (Champagne Boulevard S.P.A) is a large service oriented complex to be located along both sides of Champagne Boulevard, immediately east of Interstate Highway 15, south of Gopher Canyon Road and north of the Lawrence Welk Resort (Thomas Brothers Maps 1068 J7, 1069 A7 and 1089 A1.) The complex will comprise hotels, motels, restaurants, specialty shops, a health spa and conference center, an entertainment center including a 1200 seat amphitheater, an education center, a chapel, an auto museum and various associated administration offices. The complex stretches along Champagne Boulevard for about 6,000 feet and the basic layout is shown on Figure 1.

The major noise source in the area is the traffic on Interstate Highway 15 which currently carries 64,000 Average Daily Trips (*Source: San Diego Region Average Weekday Traffic Volumes 1988-1992 issued by SANDAG, May 1993.*) The posted speed limit is 65 mph at this location. Champagne Boulevard carries 2,300 ADT (*Source: Endo Engineering.*)

EXISTING CONDITIONS

The site was visited on Tuesday, February 1 1994 for familiarization purposes and to make noise measurements. The terrain is extremely complex with small hills and steep banks, and is generally undulating in nature. There are few level areas. Most of the site is covered by natural vegetation, including grass, shrubs and some trees along a watercourse. Some of the land has been farmed in the past. At the southeast end of the site is the existing Deer Park Winery/Auto Museum/Gourmet Deli which will be incorporated into the project.

Champagne Boulevard is essentially straight through most of the site with very slight grades except at the north end where it rises slightly and has a double curve in between the steep banks of a cutting. It is a two lane road with bike lanes and asphalt berms along the edges. The posted speed limit is 55 mph.

Interstate Highway 15 is everywhere higher than the site. It is a six lane freeway, the southbound lanes being separated from, and higher in elevation than, the northbound lanes. The speed limit is 65 mph although trucks are limited to 55 mph.

The freeway runs on banking and in between cuttings to compensate for the undulating terrain. There is a slight grade up from south to north past the site. The views of the freeway from the site vary widely but in no case can the road surfaces (or the bottoms of vehicle tires) be seen. Almost everywhere the tops of heavy truck exhausts can be seen except where the freeway is in a cutting.

The major noise sources in the area are the vehicles on I-15 and Champagne Boulevard. The underlying ambient is caused by the traffic on Interstate 15 which carries a very high percentage of trucks (approximately 5% 2-axle and 9% 3-or more axle.) *(Source: Caltrans.)* A check of traffic speeds on the freeway showed that most automobiles were travelling at, or near, 65 mph in both directions. Trucks were limited by the northbound upgrade to about 55 mph but tended to be faster on the southbound downgrade.

Along the edge of Champagne Boulevard, the noise level tends to be controlled by its local traffic, especially where the line-of-sight to the freeway is cut off by the topography. Speed along this road varies, with some vehicles clearly exceeding the 55 mph speed limit and others "cruising along" at about 45 mph.

Five measurement locations were chosen, mainly due to their accessibility and the existing topography. The five locations are indicated approximately in Figure 1, but for a more detailed description, see Table 1.

Noise measurements were made using a Quest Electronics Precision Integrating Sound Level Meter, Type 1800, Serial No. HP 0050017, incorporating a Condenser Microphone Type MK 224, Serial No. 89335, with calibrations traceable to the National Institute of Standards and Technology dated September 9, 1993. The sound level meter meets all applicable U.S. and International Standards for Type 1 instruments (ANSI S1.4-1983; IEC 604-1979 and 804-1984.) The meter was calibrated prior to use with a Type CA-22 Pressure Calibrator, Serial No. J0040042. It was then mounted on a tripod at a height of 4 feet from the ground and fitted with a windscreen.

The weather was overcast with hazy sunshine and light variable winds. Humidity was low due to a mild Santa Ana condition, and temperatures were in the upper 60s Fahrenheit.

Concurrently with the noise measurements, counts of the traffic volumes and vehicle mixes were made along Champagne Boulevard, except at Location M2. Results of the noise measurements and traffic counts are shown in Table 2. Average traffic along Champagne Boulevard was an equivalent of 3,737 ADT with a vehicle mix of 96.5 percent autos, 2.4 percent medium trucks and 1.1 percent heavy vehicles, fairly typical of a County rural road.

The traffic study prepared by Endo Engineering shows that the current average traffic volume along Champagne Boulevard at the project site is 2,300 ADT indicating that the noise measurements were made at an atypical high-volume time. Normally noise measurements can be corrected by a factor of ten times the logarithm to the base ten of the ratio of the two traffic volumes involved. However, because of the complexity of the topography and angles of view, this correction cannot necessarily be applied in this case. At Location M2, the noise level is definitely controlled by the distant freeway. At Locations M1 and M4, the limited views of, and distances from, Champagne Boulevard indicate that the freeway is a significantly contributing factor. Only at Locations M3 and M5 is the noise level most likely controlled by traffic on Champagne Boulevard. At these two locations, measurement levels can be adjusted downwards by 2 dB(A) to compensate for the higher-than-average traffic.

The 20 minute noise measurements can be taken to be representative of an average weekday, daytime, hourly noise level [L_{eq} (hour)]. The long term average community noise level (CNEL or L_{dn}) can be obtained from the expression

$$CNEL/L_{dn} = L_{eq}(\text{hour}) + 2 \text{ dB(A)}$$

Thus at the five measurement locations, corrected for traffic flow, the existing noise levels are as follows:

Location No.	1994 CNEL/ L_{dn} - dB(A)
M1	59
M2	47
M3	57
M4	50
M5	61

These values indicate that, across the site, noise levels are 60 dB(A) CNEL/ L_{dn} or below at the extreme northern tip of the site or close in to Champagne Boulevard. Because of the complexity of the sound field, no attempt was made to prepare noise contour maps.

FUTURE NOISE LEVELS WITHOUT THE PROJECT

Without the project, noise levels in the area will depend on other possible developments in the area causing changes in traffic flow on local roads.

Table 3 shows the cumulative effects of traffic other than that attributable to the project superimposed on the existing flows. Table 4 shows the cumulative effects of the traffic buildup in the area by the year 2010, again without the Champagne Gardens traffic. As can be seen, the near term cumulative traffic will have an insignificant effect on the area roads but, by the year 2010, there will be significant rises in the noise levels ranging from about 3 dB(A) on I-15 and up to 8 dB(A) on the section of Champagne Boulevard at the project site.

PROJECT IMPACTS

Construction

The construction of the project will create a significant adverse but temporary impact on the immediate area due to the excavating, grading, paving, building construction and landscaping. Machinery and equipment associated with these activities will be working at the site at various times and for various durations. In addition haulage and material delivery trucks will be added to existing traffic on Champagne Boulevard, probably both north and south of the site.

The County of San Diego regulates construction noise both by duration, operating hours and level as follows:

"Sec. 36.410. CONSTRUCTION EQUIPMENT. Except for emergency work, it shall be unlawful for any person, including the County of San Diego, to operate construction equipment at any construction site, except as outlined in subsection (a) and (b) below:

(a) It shall be unlawful for any person, including the County of San Diego, to operate construction equipment at any construction site on Sundays and days appointed by the President, Governor, or the Board of Supervisors for a public fast, Thanksgiving, or holiday. Notwithstanding the above, a person may operate construction equipment on the above specified days between the hours of 10 a.m. and 5 p.m. in compliance with the requirements of sub-division (b) of this Section at his residence or for the purpose of constructing a residence for himself, provided such operation of construction equipment is not carried out for profit or livelihood. In addition, it shall be unlawful for any person to operate construction equipment at any construction site on Mondays through Saturdays except between the hours of 7 a.m. and 7 p.m.

(b) No such equipment, or combination of equipment, regardless of age or date of acquisition, shall be operated so as to cause noise at a level in excess of seventy-five (75) decibels for more than 8 hours during any twenty-four (24) hour period when measured at, or within, the property which is developed and used, either in part, or in whole, for residential purposes."

Modern construction equipment properly used and maintained will comply with the noise regulations. At completion of the project, all construction noise will cease.

Project Generated Traffic

The traffic study prepared by Endo Engineering was used for this acoustical analysis.

Parking Lot

Project plans show that parking is scattered among the various facilities, distributed as follows:

Plan Area	Parking	
	Autos	Buses
A	173	-
B	796	20
C	368	-
D	138	-
E	316	
Total	1,791	20

Traffic using Plan Area E may use 3 entrance/exit ways on the west side of Champagne Boulevard. Areas B, C and D, where the majority of the traffic will be concentrated, may use 3 entrance/exit ways on the east side of Champagne Boulevard. Plan Area A has a single entrance/exit on the west side of the road at the extreme north end of the project.

Because parking lot traffic will be scattered over such a wide area, will be travelling at very low speeds, and will be distributed on to so many entrances and exits, it is concluded that parking lot noise will not be a significant problem. Plan Areas A and E are sandwiched between I-15 and Champagne Boulevard, where traffic noise is already predominant. Plan Area C is in between Areas B and D and has Champagne Boulevard to the west and a steeply rising slope to the east. There is a large open area between the existing Deer Park Winery/Auto Museum/Gourmet Deli (Area D) and the Lawrence Welk complex to the south. There are currently no noise sensitive receptors close to Plan Area B.

Delivery Trucks

Delivery trucks will be assumed to service the various facilities. They will use the same access roads as the other vehicles. At this stage it is difficult to quantify the number of trucks but it is unlikely to exceed more than a few per day. Again, because of the spread-out nature of the complex and the absence of nearby noise sensitive receptors, delivery truck noise should be insignificant in the surrounding community.

Effect on Surrounding Roads

The Endo Engineering traffic study shows the expected project generated traffic. There are two ways to assess the impact of this traffic on the surrounding area. The first is a "worst case" scenario, where the project traffic is assumed to appear instantaneously and join the existing traffic. The second is the more realistic scenario, projecting the effects to the horizon year 2010.

Table 5 shows the noise level changes due to the first scenario and Table 6 shows the effects by the year 2010. Table 5 shows that immediate noise level changes will be less than 3 dB everywhere except for the section of Champagne Boulevard right at the site. In the long term, the highest change in the noise level will be on the stretch of Champagne Boulevard just south of the project main entrance and north of Lawrence Welk Drive, a rise of 1.3 dB(A).

It is thus concluded that, in the short term, the rise in noise level due to project traffic will be more than 3 dB(A), and therefore significant, only along the stretch of Champagne Boulevard at the project site itself. By the year 2010 noise level changes due to project traffic will be less than 3 dB(A), and therefore insignificant, on all area roads.

Note that the average person can barely detect a change in noise level of 3 dB(A) and changes less than this value are usually unnoticeable.

Project Operating Noise

General

The general operations of the Champagne Boulevard complex are not significant noise generators. The project will introduce no unfamiliar or unusual noise sources into the area. The Lawrence Welk complex and associated facilities to the south is a similar land use. There are also some widely scattered residences in the area.

Amphitheater

The amphitheater is designed for entertainment which will involve speech and music, probably amplified. The stage faces east and hence the "bowl" faces west. Amplified sound would be directed towards the audience in the bowl and hence towards the project's northwest corner boundaries. Noise level limits set out in the San Diego County Noise Ordinance would apply at these boundaries as follows:

"Sec. 36.417. EXEMPTIONS.

(B) Sporting, Entertainment, Public Events. The provisions of this chapter shall not apply to:

3. Those reasonable sounds emanating from a sporting, entertainment, or public event; provided, however, it shall be unlawful to exceed those levels set forth in Section 36.404 when measured at or within the property lines of any property which is developed and used either in part or in whole for residential purposes unless a variance has been granted allowing sounds in excess of said levels."

The residential noise level limits which may apply in this case are:

Zone	Applicable Limit One-hour Average Sound Level dB(A) L_{eq} (hour)	
	7 am - 10pm	10 pm - 7 am
Less than 11 dwelling units per acre	50	45
More than 11 dwelling units per acre	55	50

Air Conditioning Equipment

Because of the climate in the area, it is assumed that all occupied buildings will be air conditioned. Air conditioners may comprise central air-handling systems or individual units. Central air conditioning systems may be mounted on roofs, at ground level, or in special equipment rooms. Individual units could be through-the-wall systems, for example, in motel rooms.

It is impossible at this stage to define air conditioning noise not knowing the number of units, their size or their location, however similar conclusions may be drawn as for the parking lot noise. The facilities in Plan Areas A and E, where the motels are located, are between I-15 and Champagne Boulevard with no noise sensitive receptors nearby. Facilities in Areas B, C and D are more likely to have roof-mounted or enclosed units which lend themselves to mitigation, if required.

The noise level limits shown above would apply to residential property boundaries.

NOISE IMPACTS ON THE PROJECT

Noise impacts on the project will be a function of the future traffic volumes on Interstate Highway 15 and Champagne Boulevard. Total future traffic will be the sum of natural growth on both highways due to long term expansion in the whole area, the cumulative effect of other local projects and the Champagne Gardens traffic.

Table 7 shows the rises in noise levels by the year 2010 at the sections of Champagne Boulevard within the project site. Rises of about 9 dB(A) are seen along this route. Also from Table 4 it can be seen that noise due to I-15 will rise by 3 dB(A).

At any one location on the project site or at any particular building location, the complex sound field will be the summation of noises from both I-15 and Champagne Boulevard, taking into account the distances from each noise source and the amount of correction needed to be made for viewing angles; shielding by the grading, natural topography or other buildings; and atmospheric or ground absorption.

The sides of buildings directly facing the freeway in Plan Areas A and E, i.e. two motels, specialty shops, and restaurants, will depend on their elevations relative to the freeway lanes and the shielding of the grading and natural topography. These sides are shielded from noise along Champagne Boulevard. Sides of buildings close to and facing on to Champagne Boulevard will have noise levels due almost entirely to that source, for example, the motels, shops and restaurants in Areas A and E and the administration building, plaza shops, education center and parts of the hotel in Areas B, C and D. The "suite" hotel in Area C will have noise exposure to both I-15 and Champagne Boulevard, especially on the upper stories.

Noise levels due to Champagne Boulevard alone can be assessed by using the traffic noise prediction model prepared by the U.S. Department of Transportation, Federal Highway Administration (FHWA-RD-77-108), modified for California vehicle emission values. Assumptions made were that the traffic flow was 19,280 ADT with a vehicle mix averaged from the measured values of 96.5, 2.4 and 1.1 percent respectively for automobiles, medium trucks and heavy vehicles; the vehicle speeds would be 50 mph, limited by either speed limit or flow restrictions; and that the observer was standing at the sidewalk, 18 feet from the centerline of the road, where the hard ground conditions apply. The calculated value was 77 dB(A) CNEL/L_{dn}. This baseline value was then extrapolated to various locations at a rate of 3 dB per doubling of distance and 4.5 dB per doubling of distance to give a range of values corresponding to hard and soft ground conditions. Soft ground conditions apply only at ground level where landscaping is present. Hard ground conditions apply to pavement, etc., or direct line-of-sight from traffic to upper stories. The results of the calculations are shown in Table 8.

The effect of I-15 cannot be defined at this time because of the many uncertainties of shielding, angles of view and future traffic mix. Its effect will be logarithmically cumulative. Close to the freeway, considerable shielding occurs because of steep banks, grade separation of northbound and southbound lanes, and small hills next to the right-of-way. On the east side of Champagne Boulevard, there are limited angles of view to the freeway and virtually no lines-of-sight to the actual pavement surfaces. It is estimated that for buildings close to Champagne Boulevard, noise due to this source will predominate. At the top stories of the hotels in Plan Area C, noise levels may be slightly higher than those shown in Table 8.

MITIGATION

Mitigation can only be discussed in general terms. A summary of noise sources and their possible mitigation is shown below.

Noise Source	Mitigation
Construction	Mitigation by regulation. No further mitigation should be required. Noise source will cease at completion.
Parking Lot	No mitigation required.
Delivery Trucks	Probably no mitigation required. Procedures should be in place to minimize truck noise, including routing within the complex. Hours could be restricted to daytime, if only for comfort of hotel guests.
Amphitheater	Subject to regulation. Careful design and operation of sound system required. Limitation of performance times could be implemented.
Air Conditioners	No mitigation required in Areas A and E. Roof-mounted systems may have special noise-reducing barriers, ground mounted units may have enclosures or be installed inside equipment rooms.

INTERIOR NOISE LEVELS

The hotels and motels in Champagne Gardens will be subject to regulation under the California Administrative Code (CAC), Health and Safety Code 17922.6, Title 24, Part 2, Chapters 2 through 35. Title 24 requires that where exterior noise levels exceed 60 dB(A) CNEL/L_{dn}, interior noise levels must be shown to be 45 dB(A) CNEL/L_{dn} or less. Where this condition can only be met by closing windows and doors, some form of mechanical ventilation must be provided.

In order to predict the noise levels inside individual rooms, a number of parameters will need to be defined as follows:

1. Exterior - Topography, Grading and Building Elevations.

The way the site is graded into the existing topography will determine the ground level at each building. The number of stories is important. The exterior noise level at any particular room is a function of the elevation of the room above finished grade level with respect to the road grade level of I-15 or Champagne Boulevard and whether intervening topography or grading provides any measure of shielding or not.

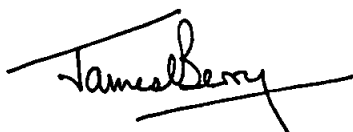
2. Interior - Building Construction and Dimensions.

Interior noise is a function of the exterior noise level, the construction of the building, the type and dimensions of the windows and doors and the internal dimensions of the rooms.

As a general rule, typical California type construction comprising wood framing, exterior stucco, interior drywalls, cavity insulation, sliding glass windows and wood doors will provide a noise reduction of 15 to 20 dB with windows partially open and 25 to 30 dB with all windows and doors closed.

It has also been found over many years that standard glazing can be used where exterior noise levels are up to 72 dB(A) provided the windows are closed and well sealed.

Thus no special mitigation will be required for the hotel/motel rooms on the complex unless particular rooms in the motels adjacent to I-15 face directly on to and have a clear view of the traffic lanes on the freeway. In this case, heavier glazing such as 3/16 inch or "thermopane" may be required, but this should be determined on an individual basis.



James C. Berry
Acoustician

TABLE 1 - Measurement Locations

Location	Description
M1	South end of Plan Area E. Level ground below freeway bank and Champagne Boulevard. Approximately 130 feet from centerline (C.L.) of Champagne Boulevard and 450 feet from the freeway C.L. Tops of large vehicles visible on both freeway lanes over a limited angle.
M2	North edge of Plan Area D and south edge of Plan Area C. Parking lot of Deer Park Winery, near location of proposed hotel. Clear view of I-15 in distance over a fairly wide angle, upper halves of vehicles only. Distance to freeway C.L. approximately 1,650 feet. No view of Champagne Boulevard about 950 feet away.
M3	North end of Plan Area E. Level ground, 106 feet from C.L. Champagne Boulevard, approx. 600 feet from freeway C.L. Tops of large vehicles on I-15 visible over limited angle. View of Champagne Boulevard to south limited by trees and topography.
M4	Northwest corner of Plan Area B. About 1,000 feet from freeway C.L and 206 feet from and slightly below Champagne Boulevard. Tops of vehicles on I-15 visible over a limited angle. View of Champagne Boulevard to south cut off.
M5	North end of Plan Area A. Very small level spot 56 feet from C.L Champagne Boulevard. About 400 feet from freeway C.L but at beginning of off-ramp to Gopher Canyon Road. Tops of large vehicles on nearby lane visible over very small angle.

TABLE 2 - Summary of Measurement Results

Location No.	All Noise Levels in dB(A)			Time of Day	Duration Min.
	Highest Recorded L _{max}	Lowest Recorded L _{min}	Average L _{eq}		
M1	75	45	57	10:22A- 10:45A	23
M2	61	37	45	11:11A- 11:31A	20
M3	74	39	57	11:35A- 11:55A	20
M4	69	34	48	12:01P- 12:21P	20
M5	75	42	61	12:26P- 12:46P	20

Location No.	Vehicles in 20 Minutes			Equivalent Flow	
	Autos	Medium Trucks	Heavy Vehicles	Hourly	Daily
M1	75 97.4%	2 2.6%	0 0%	231	3,983
M2	-	-	-	-	-
M3	65 94.2%	4 4.3%	1 1.5%	207	3,569
M4	71 97.2%	1 1.4%	1 1.4%	219	3,776
M5	68 97.2%	1 1.4%	1 1.4%	210	3,621

TABLE 3 - Changes in Noise Levels Along Area Roads
Without Champagne Gardens (Existing
plus Cumulative Traffic Flows)

Road and Section	Traffic Volumes - ADT			Change in Noise Level dB(A)
	Existing	Cumulative	Existing + Cumulative	
Interstate 15				
North of Gopher Canyon Road	57,000	1,600	58,600	+0.1
Gopher Can. Rd to Deer Springs Rd	64,000	2,500*	66,500	+0.2
South of Deer Springs Road	65,000	2,520	67,520	+0.2
Champagne Boulevard				
North of Gopher Canyon Road	4,900	0	4,900	0
North of Old Castle Road	4,600	0	4,600	0
Section at Site	2,300	100	2,400	+0.2
Just North of Lawrence Walk Drive	2,700	100	2,800	+0.2
North of Deer Springs Road	6,200	190	6,390	+0.1
North Centre City Parkway				
South of Deer Springs Road	3,700	0	3,700	0
Gopher Canyon Road				
West of I-15	7,300	180	7,480	+0.1
East of I-15	4,000	0	4,000	0
Old Castle Road				
East of Champagne Boulevard	3,700	100	3,800	+0.1
Lawrence Walk Drive				
East of Champagne Boulevard	1,500	90	1,590	+0.3
Deer Springs Road				
West of I-15	12,600	4,580	17,180	+1.3
East of I-15	8,000	280	8,280	+0.1
Mountain Meadow Road				
East of Champagne Boulevard	5,400	90	5,490	<+0.1

* Interpolated Value

NOTE: Decimal points of a decibel have no subjective or practical meaning but are shown here for clarity. Changes in noise level below 3.0 dB are considered to be insignificant.

TABLE 4 - Changes in Noise Levels Along Area Roads
By the Year 2010, Without Champagne Gardens

Road and Section	Traffic Volumes - ADT		Change in Noise Level dB(A)
	Existing	Year 2010	
Interstate 15			
North of Gopher Canyon Road	57,000	106,960	+2.7
Gopher Can.Rd to Deer Springs Rd	64,000	125,200	+2.9
South of Deer Springs Road	65,000	126,940	+2.9
Champagne Boulevard			
North of Gopher Canyon Road	4,900	24,010	+6.9
North of Old Castle Road	4,600	19,160	+6.2
North of Project Site	2,300	15,000	+8.1
North of Main Project Access	2,300	14,960	+8.1
South of Main Project Access	2,300	14,750	+8.1
North of Lawrence Welk Drive	2,700	13,780	+7.1
North of Deer Springs Road	6,200	17,420	+4.5
North Centre City Parkway			
South of Deer Springs Road	3,700	14,560	+5.9
Gopher Canyon Road			
West of I-15	7,300	20,120	+4.4
East of I-15	4,000	18,800	+6.7
Old Castle Road			
East of Champagne Boulevard	3,700	9,940	+4.3
Lawrence Welk Drive			
East of Champagne Boulevard	1,500	5,020	+5.2
Deer Springs Road			
West of I-15	12,600	26,150	+3.2
East of I-15	8,000	17,570	+3.4
Mountain Meadow Road			
East of Champagne Boulevard	5,400	14,600	+4.3

NOTE: Decimal points of a decibel have no subjective or practical meaning but are shown here for clarity. Changes in noise level below 3.0 dB are considered to be insignificant.

TABLE 5 - Changes in Noise Levels Along Area Roads
Due to Project Traffic - Existing Conditions

Road and Section	Traffic Volumes - ADT			Change in Noise Level dB(A)
	Existing	Project	Existing + Project	
Interstate 15				
North of Gopher Canyon Road	57,000	440	57,440	<+0.1
Gopher Can.Rd to Deer Springs Rd	64,000	0	64,000	0
South of Deer Springs Road	65,000	1,860	66,860	+0.1
Champagne Boulevard				
North of Gopher Canyon Road	4,900	1,240	6,140	+0.1
North of Old Castle Road	4,600	3,290	7,890	+2.3
North of Project Site	2,300	4,280	6,580	+4.6
North of Main Project Access	2,300	4,320	6,620	+4.6
South of Main Project Access	2,300	4,530	6,830	+4.7
North of Lawrence Welk Drive	2,700	4,630	7,330	+4.3
North of Deer Springs Road	6,200	4,180	10,380	+2.2
North Centre City Parkway				
South of Deer Springs Road	3,700	980	4,680	+1.0
Gopher Canyon Road				
West of I-15	7,300	1,600	8,900	+0.9
East of I-15	4,000	2,040	6,040	+1.8
Old Castle Road				
East of Champagne Boulevard	3,700	980	4,680	+1.0
Lawrence Welk Drive				
East of Champagne Boulevard	1,500	440	1,940	+1.1
Deer Springs Road				
West of I-15	12,600	1,160	13,760	+0.4
East of I-15	8,000	3,020	11,020	+1.4
Mountain Meadow Road				
East of Champagne Boulevard	5,400	180	5,580	0.1

NOTE: Decimal points of a decibel have no subjective or practical meaning but are shown here for clarity. Changes in noise level below 3.0 dB are considered to be insignificant.

TABLE 6 - Changes in Noise Levels Along Area Roads
Year 2010 Due to Project Traffic

Road and Section	Traffic Volumes - ADT			Change in Noise Level dB(A)
	Year 2010 No Project	Project	Year 2010 + Project	
Interstate 15				
North of Gopher Canyon Road	106,960	440	107,400	<+0.1
Gopher Can.Rd to Deer Springs Rd	125,200	0	125,200	0
South of Deer Springs Road	126,940	1,860	128,800	<+0.1
Champagne Boulevard				
North of Gopher Canyon Road	24,010	1,240	25,250	+0.2
North of Old Castle Road	19,160	3,290	22,450	+0.7
North of Project Site	15,000	4,280	19,280	+1.1
North of Main Project Access	14,960	4,320	19,280	+1.1
South of Main Project Access	14,750	4,530	19,280	+1.2
North of Lawrence Welk Drive	13,780	4,630	18,410	+1.3
North of Deer Springs Road	17,420	4,180	21,600	+0.9
North Centre City Parkway				
South of Deer Springs Road	14,560	980	15,540	+0.3
Gopher Canyon Road				
West of I-15	20,120	1,600	21,720	+0.3
East of I-15	18,800	2,040	20,840	+0.4
Old Castle Road				
East of Champagne Boulevard	9,940	980	10,920	+0.4
Lawrence Welk Drive				
East of Champagne Boulevard	5,020	440	5,460	+0.4
Deer Springs Road				
West of I-15	26,150	1,160	27,310	+0.2
East of I-15	17,570	3,020	20,590	+0.7
Mountain Meadow Road				
East of Champagne Boulevard	14,600	180	14,780	<+0.1

NOTE: Decimal points of a decibel have no subjective or practical meaning but are shown here for clarity. Changes in noise level below 3.0 dB are considered to be insignificant.

TABLE 7 - Changes in Noise Levels Along Champagne Boulevard
for Existing Conditions to Year 2010

Road Section	Traffic Volumes - ADT		Change in Noise Level dB(A)
	Existing	Year 2010 + Project	
North of Project Site	2,300	19,280	+9.2
North of Main Project Access	2,300	19,280	+9.2
South of Main Project Access	2,300	19,280	+9.2
North of Lawrence Welk Drive	2,700	18,410	+8.3

NOTE: Decimal points of a decibel have no subjective or practical meaning
but are shown here for clarity. Changes in noise level below 3.0 dB
are considered to be insignificant

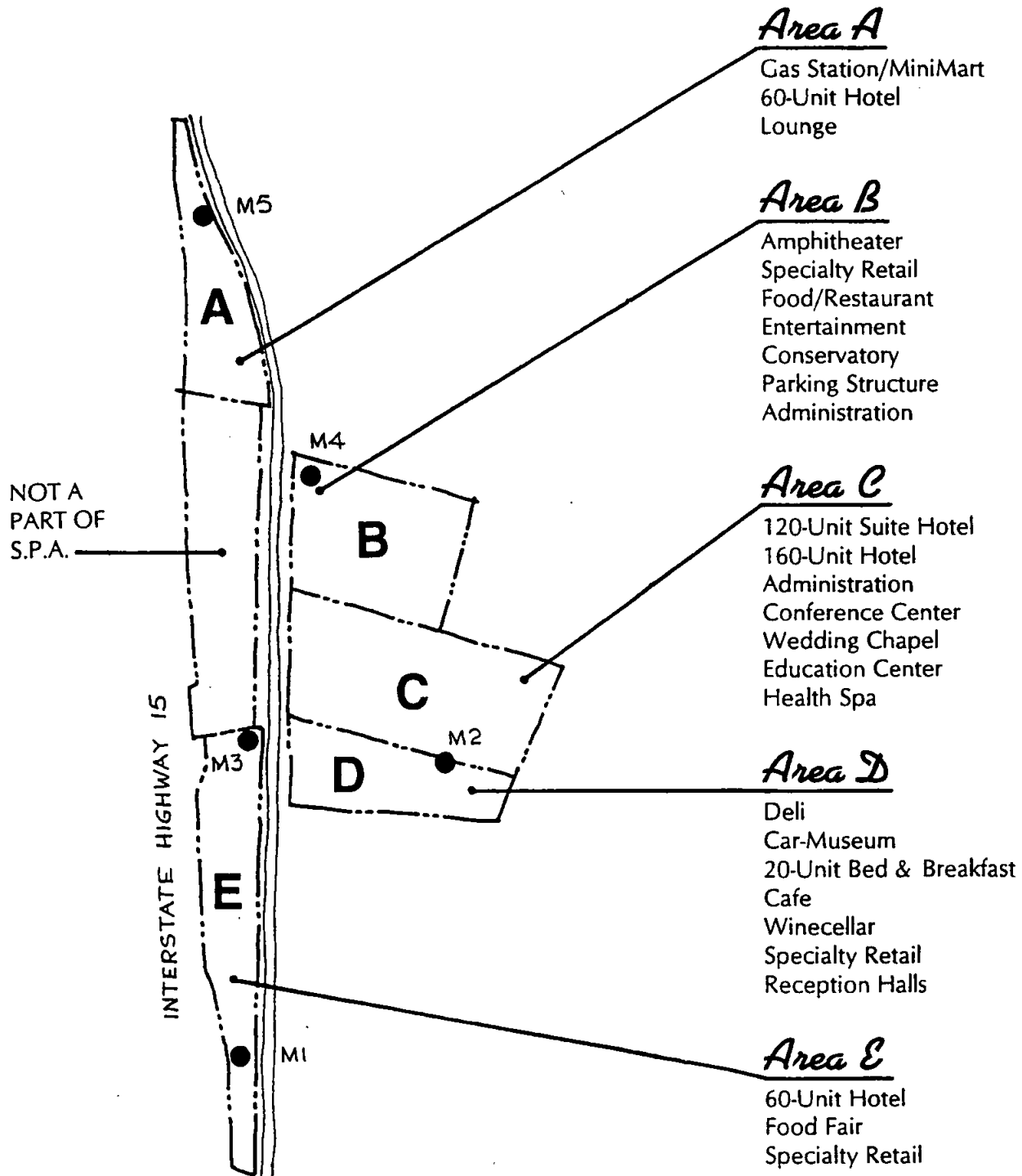
TABLE 8 - Noise Levels at Various Locations on the Project
Due to Traffic on Champagne Boulevard Only
Year 2010 - Noise Sensitive Receptors

Location	Plan Area	Distance to C.L. Champagne Blvd. - feet	Noise Level - dB(A) CNEL/Ldn	
			Hard Ground	Soft Ground
Motel	A	160	68	63
Administration Building	B	275	65	59
Education Center	C	250	66	60
Hotel Ground Level	C	400	64	57
Top Story	C	400	64	NA
Suite Hotel Ground Level	C	650	61	54
Top Story	C	650	61	NA
Motel	E	160	68	63

NA - Soft Ground Case Not Applicable

Champagne Boulevard S.P.A.

Building Areas and Parking Provisions



APPENDIX D
GEOLOGIC RECONNAISSANCE

cc 30/a



REPORT OF
GEOLOGIC RECONNAISSANCE
CHAMPAGNE GARDENS
CHAMPAGNE BOULEVARD
SAN DIEGO COUNTY, CALIFORNIA

PREPARED FOR:

DOMAIN CORPORATION
1742 LEMON HEIGHTS DRIVE
SANTA ANA, CALIFORNIA 92075

PREPARED BY:

SOUTHERN CALIFORNIA SOIL AND TESTING, INCORPORATED.
6280 RIVERDALE STREET
SAN DIEGO, CALIFORNIA 92120



SOUTHERN CALIFORNIA
SOIL & TESTING, INC.

6280 Riverdale Street, San Diego, CA 92120
P.O. Box 600627, San Diego, CA 92160-0627
619-280-4321, FAX 619-280-4717

August 8, 1992

Domain Corporation
1742 Lemon Heights Drive
San Diego County, California 92075

SCS&T 9221077

Report No. 1

ATTENTION: Joseph Perring

SUBJECT: Geologic Reconnaissance, Environmental Impact Report for Champagne Gardens,
Champagne Boulevard, San Diego County, California.

Gentlemen:

In accordance with your request, we have performed a geologic reconnaissance of the subject site. The purpose of our reconnaissance was to assess the geologic conditions at the site in order to provide information for the development of an Environmental Report. It is our understanding that the project will consist of the creation of a multi-faceted complex including a hotel, a recreation center, a health center, an education center, a chapel, a winery, an auto museum, restaurants, specialty shops and several other structures. Our limited investigation consisted of a site visit by a member of our engineering geology staff, a review of pertinent literature, and the preparation of this report which includes our findings and conclusions. A site vicinity map is provided on the following Figure Number 1.

SITE DESCRIPTION

The subject site is an irregular shaped parcel of land located adjacent to and both east and west of Champagne Boulevard, north of Lawrence Welk Boulevard in San Diego County, California. The site covers approximately 94 acres. The site is bounded by Interstate Highway 15 on the west, undeveloped land and the Lawrence Welk Resort on the south, undeveloped land and rural residential property on the north and east. The areas of the proposed development are shown on Plate Number 1. Topographically, the site is comprised of steep, rocky hillsides and knolls, an alluvial flood plain, a major drainage course and many well incised secondary drainage courses. The major drainage course and the associated flood

plain extends in a north-south direction and is located immediately east of Champagne Boulevard. The elevations on site range from approximately 460 feet (MSL) near the northeast portion of the site to approximately 740 feet (MSL) on the hillside near the southeast corner of the site. Slope inclinations range from near 1H:1V and flatter, with many of the steeper portions of the slope being approximately 2H:1V. Large granitic boulders and rock outcrops exist on the hillsides and knolls. Vegetation consists of native chaparral, grasses and oak trees as well as landscaped trees, shrubs and lawn grasses. In addition, a small vineyard is located near the existing deli market. Drainage is accomplished via sheet flow and the many well incised drainage courses which drain the site from the east and west toward the major drainage course which in-turn drains the site toward the north.

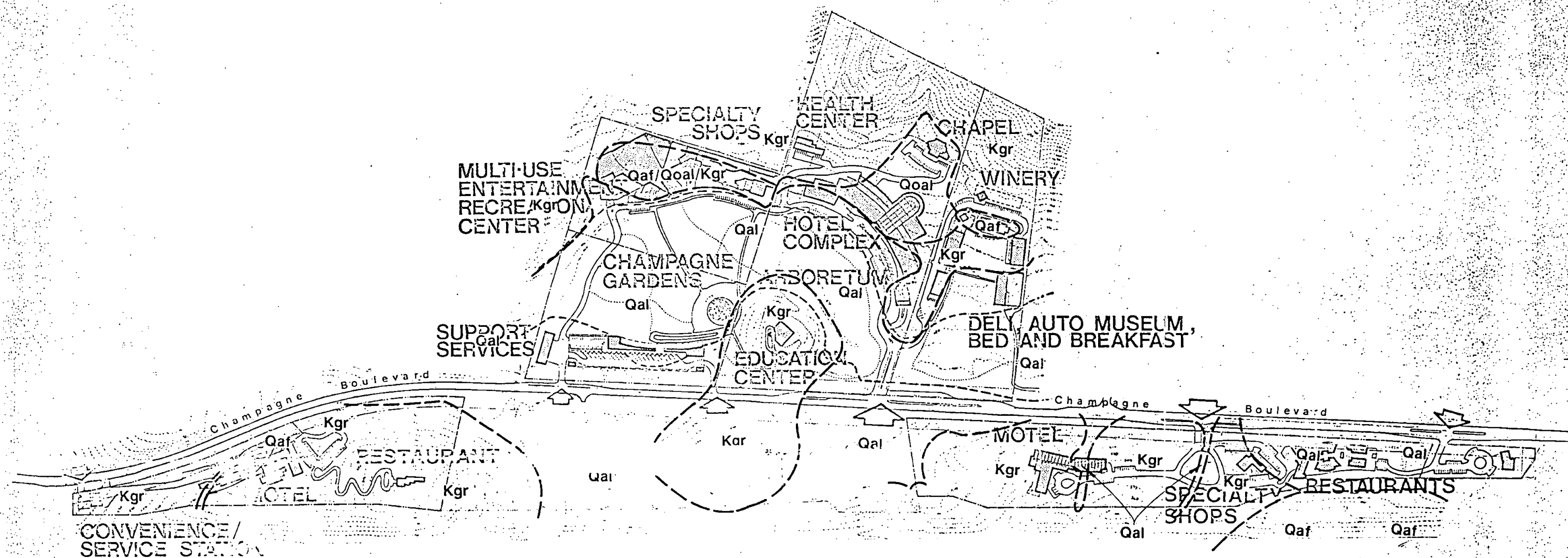
Three existing commercial buildings with associated driveways and other improvements are located east of Champagne Boulevard near the southern property boundary. Also, a single family residence, horse corrals and other associated improvements are located east of Champagne Boulevard near the northeastern property boundaries. Utility easements, which contain sewer and water mains, traverse the site in a north to south direction east of Champagne Boulevard and overhead utility lines exist adjacent to Champagne Boulevard. Other utilities as well as septic tanks, leach lines and private water wells are anticipated to exist on site. No improvements were noted to exist on the subject site west of Champagne Boulevard.

GENERAL GEOLOGY AND SUBSURFACE CONDITIONS

GEOLOGIC SETTING AND SOIL DESCRIPTIONS: The subject site is located in the Foothills Physiographic Province of San Diego County and is underlain by the Cretaceous-age Granitic Batholith, Quaternary-age alluvium, associated residuum and artificial fill. The approximate limits of these materials are shown on Plate Number 1. In addition, the soil classification and approximate limits of those soils are presented on Plate Number 2. Plate Number 2 is a portion of the referenced map sheet 23 of the U. S. Department of Agriculture Soil Conservation Service.


Artificial Fill (Qaf): The fill noted on site is associated with the construction of Champagne Boulevard and the existing improvements for the Deer Park Winery and the single family residence. Some of these artificial fills appear to range up to approximately 8 to 10 feet in thickness.

Alluvium (Qal/Qoal): There appears to be both an older alluvium (Qoal) and a younger alluvium (Qal) existing on site. The older alluvium is anticipated to exist near the base of the slopes in the



*NOTE: ALL STRUCTURES SHOWN ARE CONCEPTUAL ONLY AND ARE SUBJECT TO SITE PLAN REVIEW.

**NOTE: THIS PROPERTY IS NOT A PARTICIPANT IN THE PREPARATION OF THE SPECIFIC PLAN. THIS PROPERTY IS DESIGNATED AS A FUTURE STUDY AREA.

 SOUTHERN CALIFORNIA SOIL & TESTING, INC.	
CHAMPAGNE GARDENS	
BY: JH/WDW	DATE: 8-5-92
JOB No: 9221077	PLATE No: 1

2-14-92

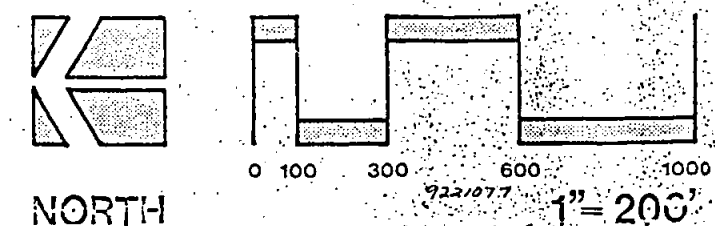
LEGEND

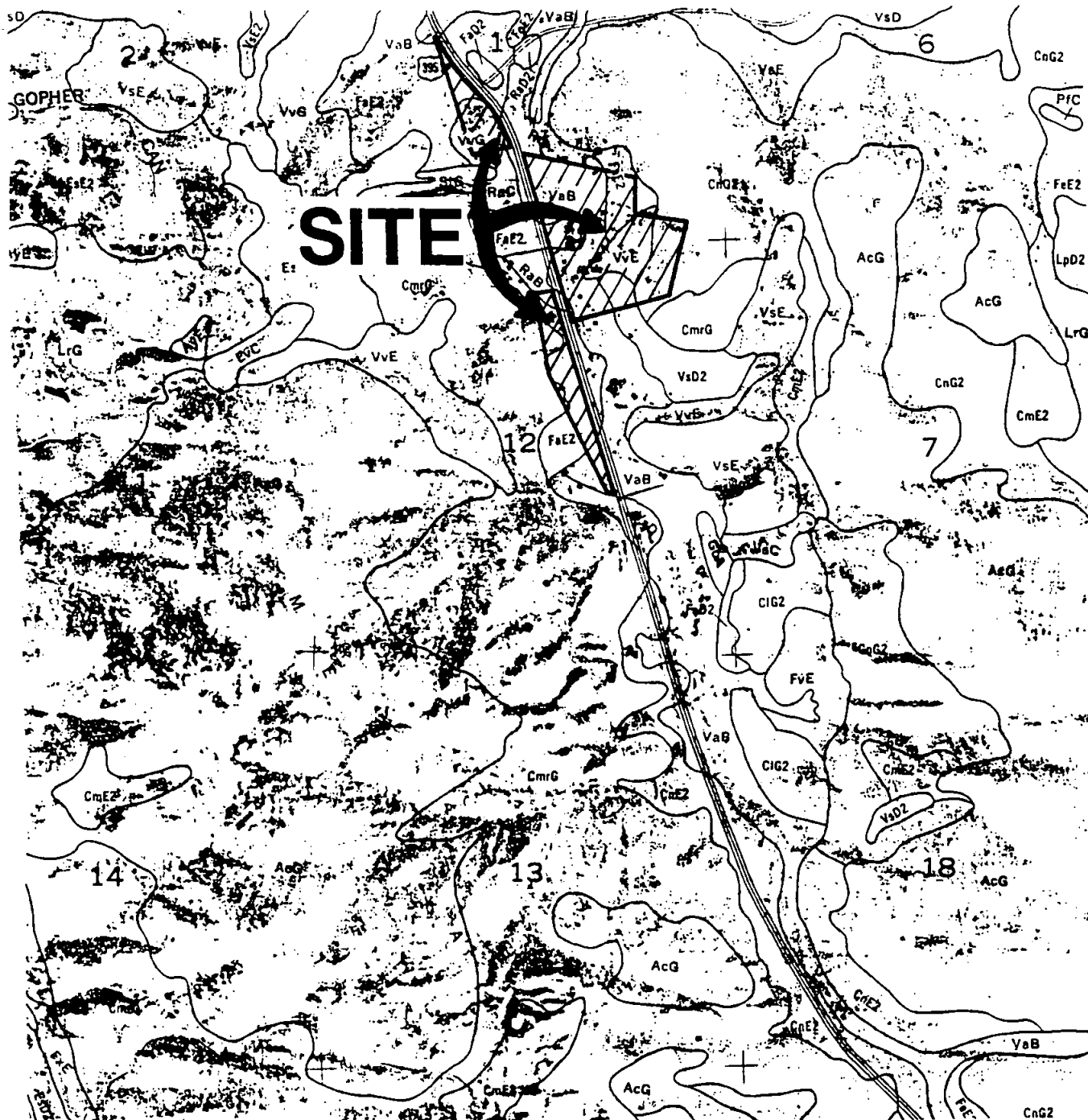
Qaf ARTIFICIAL FILL
Qal ALLUVIUM
Qoal OLDER ALLUVIUM
Kgr GRANITIC ROCK

LEGEND

ROADWAY
CART PATH
FOOT PATH
LIMIT OF FLOOD PLAIN
PROPOSED STRUCTURE*
VEHICLE ACCESS

CHAMPAGNE BOULEVARD S.P.A.
SPECIFIC PLAN MAP





LEGEND: Soils Series

VvG	VISTA
FaE2	FALLBROOK
VaB	VISALIA
VvE	VISTA
CnG2	CIENEBA-FALLBROOK



**SOUTHERN CALIFORNIA
SOIL & TESTING, INC.**

CHAMPAGNE GARDENS

BY: JH/WDW

DATE: 8-5-92

JOB NUMBER: 9221077

PLATE #2

area which is proposed to support the hotel complex, specialty shops, multi-use entertainment, recreation center and chapel. The older alluvium is anticipated to be on the order of several feet thick and consist of porous, partially cemented, reddish brown silty sand. The younger alluvium exists within the flood plain, secondary drainage channels, and low lying areas at the base of the hills and knolls. The younger alluvium is anticipated to consist of loose to medium dense, mixtures of sands, silts, gravel and clays.

Granitic Bedrock (Kgr): Both the artificial fills and alluvium overlie the granitic bedrock in the lower elevations on site. The steeper hillsides and knolls are underlain by the dense granitic bedrock. Various sized granitic boulders and outcrops are prevalent on many of the hillsides and knolls. The exposed portions of some of the boulders range up to approximately 10 feet in diameter.

Surficial Soils: The surficial soils at the site are identified as members of the Vista, Fallbrook, Visalia or Cieneba-Fallbrook Soils Series as defined by the United States Department of Agriculture Soil Survey. A map showing the areas underlain by the various units is presented as Plate Number 2. The following table summarizes some of the pertinent soil characteristics.

TABLE I
SOIL CHARACTERISTIC MATRIX

Limitation For:	SOIL SERIES				
	Vista Vvg	Fallbrook FaE2	Visalia VaB	Vista VvE	Cieneba-Fallbrook CmG2
Drainage	SL	M	SL	SL	M
Erosion Hazard	SE	SE	M	SE	SE
Rockiness	SL	SL	SL	SL	M
Shrink-Swell	SL	M	SL	SL	M
Effluent Disposal	SE	SE	SL	SE	SE

Key to Rating Symbol

SL Slight Degree of Limitation
M Moderate Degree of Limitation
SE Severe Degree of Limitation

TECTONIC SETTING: No faults have been mapped on the subject site, however it should be noted that much of Southern California, including the San Diego County area, is characterized by a series of Quaternary-age fault zones which typically consist of several individual, en echelon faults that generally strike in a northerly to northwesterly direction. Some of these fault zones (and the individual faults within the zone) are classified as active while others are classified as only potentially active according to the criteria of the California Division of Mines and Geology. Active fault zones are those which have shown conclusive evidence of faulting during the Holocene Epoch (the most recent 11,000 years) while potentially active fault zones have demonstrated movement during the Pleistocene Epoch (11,000 to 2 million years before the present) but no movement during Holocene time.

A review of available geologic maps and literature indicates that no faults have been mapped on or within the immediate area of the subject site. A regional fault map is provided on the following Plate Number 3.

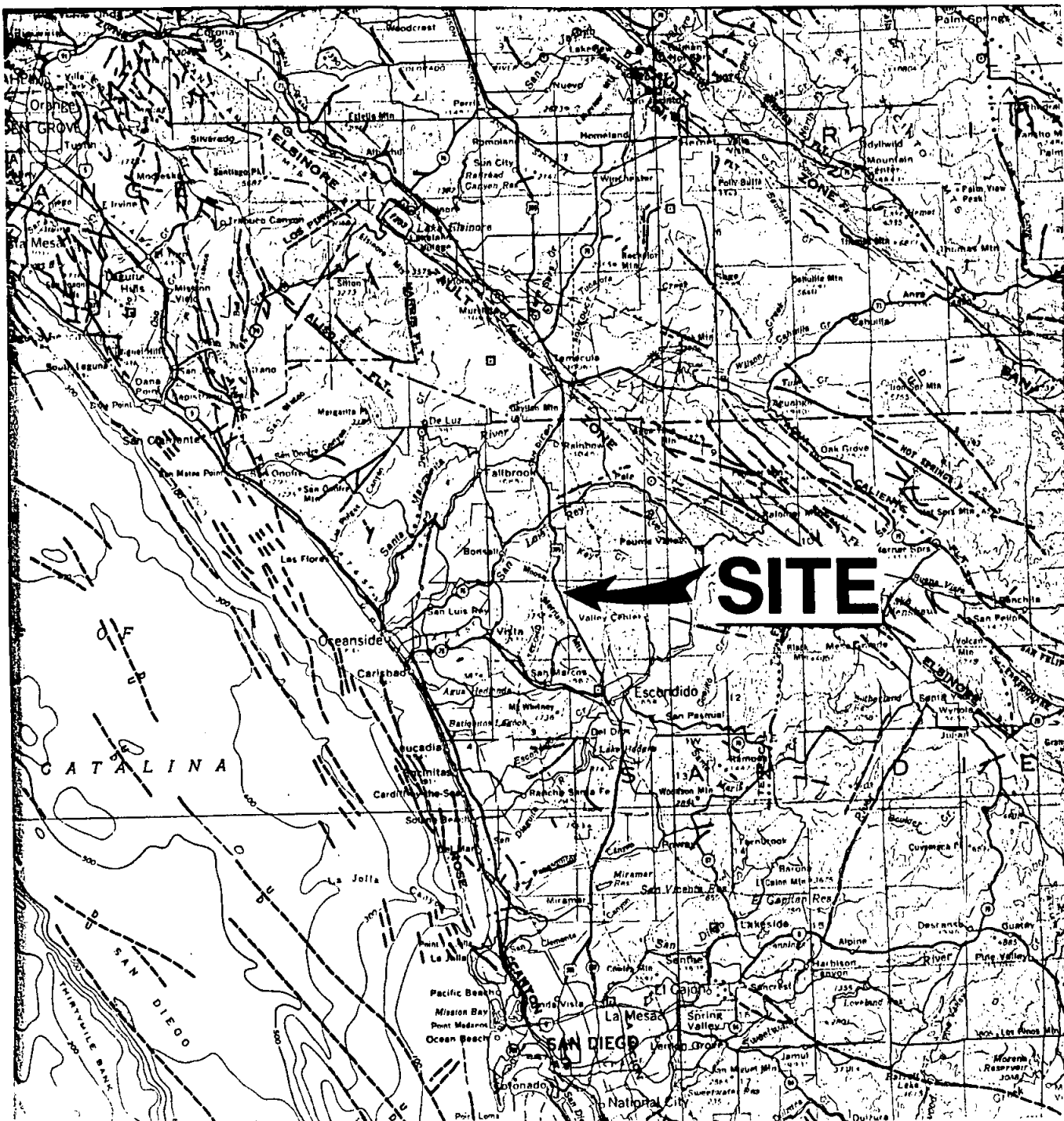
Active fault zones in the region that could possibly affect the site include the Rose Canyon, Coronado Banks and San Clemente Fault Zones to the west, the Elsinore and San Jacinto Fault Zones to the northeast.

GEOLOGIC HAZARDS

GEOLOGIC HAZARDS CLASSIFICATION: The subject site is not located in a special study zone as per the Seismic Safety Element, Part IV of the San Diego County General Plan (1991).

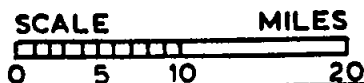
SURFACE RUPTURE: No indication of faulting on site were noted in the literature or during our site reconnaissance. The potential for ground surface rupture due to distant faults is considered low.

GROUNDSHAKING: The most likely geologic hazard to affect the site is groundshaking as a result of movement along one of the major, active fault zones mentioned above. The maximum bedrock accelerations that would be attributed to a maximum probable earthquake occurring along the nearest portion of selected fault zones that could affect the site are summarized in the following table.



FAULT MAP OF CALIFORNIA

SCALE 1:750,000
(1 INCH EQUALS APPROXIMATELY 12 MILES)



**SOUTHERN CALIFORNIA
SOIL & TESTING, INC.**

CHAMPAGNE GARDENS

BY: JH/WDW

DATE: 8-6-92

JOB NUMBER: 9221077

PLATE #3

TABLE I

Fault Zone	Distance	Maximum Probable Earthquake	Bedrock Acceleration	Design Acceleration
Rose Canyon	18 miles	6.5 magnitude	0.18 g	0.12 g
Coronado Bank	36 miles	7.0 magnitude	0.11 g	0.08 g
Elsinore	12 miles	7.3 magnitude	0.37 g	0.25 g
San Jacinto	34 miles	7.8 magnitude	0.19 g	0.13 g

GROUNDWATER: Groundwater does exist at relatively shallow depths within the alluvial flood plain. No groundwater seepage outside of the main drainage course was noted during our reconnaissance. We do not anticipate any major groundwater related problems, during or after the proposed construction, however, an evaluation of the potential impact of the groundwater on the improvements should be performed once the proposed excavations and finished grades are established.

FLOODING AND SURFACE WATER: The major drainage course and alluvial valley located adjacent to and east of Champagne Boulevard are within a flood plain. The approximate limits of the 100 Year Flood Boundary are indicated on Plate No. 1. Surface water flows within the stream channel intermittently through-out the year, with increased flows during the rainy season and periods of heavy precipitation.

LANDSLIDING: The slopes on-site appear to be sufficiently stable with regards to gross deep-seated instability problems. However, large granitic boulders exist on the hillsides and some of these may present problems due to the potential to move downhill and impact the proposed improvements at the lower elevations. Evaluation of specific areas and boulders should be performed during site specific geotechnical investigations.

LIQUEFACTION: The younger alluvial materials located within the flood plain at the site are anticipated to be subject to liquefaction due to such factors as soil density and shallow groundwater. However, it is our understanding that no settlement sensitive structures are to be constructed within these areas. Other alluvial areas outside of the main flood plain appear to underlie the proposed specialty shops and restaurants on the southern portion of the site and the support services. Evaluation of liquefaction potential should be performed during site specific geotechnical investigations.

TSUNAMIS: Tsunamis are great sea waves produced by a submarine earthquake or volcanic eruption. Due to the site's location, it is not subject to tsunamis.

SEICHES: Seiches are periodic oscillations in large bodies of water such as lakes, harbors, bays, or reservoirs. No such large bodies of standing water are located in an area that could possibly affect the subject site.

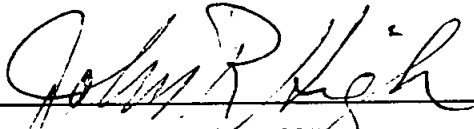
CONCLUSIONS

- 1) No geologic hazards of sufficient magnitude to preclude use of the site for the intended purposes are known to exist.
- 2) The native materials and properly compacted fill soils derived therefrom are generally suitable for the support of the proposed development if the recommendations of a qualified soil and foundation engineer are followed and the minimum standards of the Uniform Building Code and applicable local ordinances are followed. It is our opinion that all undocumented fills on site are considered to be unsuitable for foundation support in their present condition.
- 4) Portions of the granitic bedrock may present problems related to excavations if cuts are anticipated for the construction of the education center, the motel and specialty shops at the south end of the site, and the motel and restaurant planned for the northern end. Depending on the locations, size and depths of the cuts into the granitic bedrock, blasting may be necessary for the proposed development of the site.
- 5) Large granitic boulders are present on the steeper hillsides and some of the knolls. It is anticipated that the potential for instability of these hillside boulders will need to be evaluated during site specific geotechnical investigations for the proposed improvements. In addition, it is anticipated that over-sized rock disposal may be required during grading operations.
- 6) Liquefaction is not considered to be a major factor outside the areas of the large flood plain, however all of the younger alluvial areas with shallow water tables, which are to receive settlement sensitive improvements, should be evaluated for liquefaction potential during site specific geotechnical investigations.

If you have any questions after reviewing this report, please do not hesitate to contact this office. This opportunity to be of professional service is sincerely appreciated.

Respectfully Submitted,

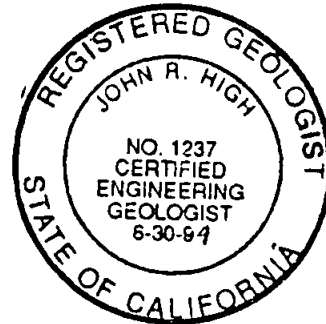
SOUTHERN CALIFORNIA SOIL & TESTING, INC.



John R. High, C.E.G. #1237

JRH:mw

- cc: (2) Submitted
(2) York & Company, Attn: Ray York
(2) TRS Consultants, Attn: Thure Stedt
(2) Huitt-Zollars, Inc., Attn: Art Umble, P.E.
(1) SCS&T, Escondido



APPENDIX A

REFERENCES

- Anderson, J.G., Rockwell, R.K. and Agnew, D.C., 1989, Past and Possible Future Earthquakes of Significance to the San Diego Region, Earthquake Spectra, Volume 5, No. 2, 1989.
- Geotechnical Investigation, Waterfun Park, Champagne Boulevard, San Diego County, California; by Southern California Soil and Testing, Inc., Job Number 8521242, Report No. 1.
- Jennings, C.W., 1975, Fault Map of California, California Division of Mines and Geology, Map No. 1, Scale 1:750,000.
- Kennedy, M.P. Tan, S.S., Chapman, R.H., and Chase, G.W., 1975, Character and Recency of Faulting, San Diego Metropolitan Area, California, California Division of Mines and Geology, Special Report 123.
- Seismic Safety Element, Part V, San Diego County General Plan, April 24, 1991.

AERIAL PHOTOGRAPHS AND TOPOGRAPHIC MAPS

- San Diego County 1978, Aerial Photographs, Flight No. 22A, Photos 21 and 22 and Flight No. 23A Photos 20 and 21.
- San Diego County 1970, Aerial Photographs, Flight 7, Photos 35 and 36.
- U.S. Department of Agriculture Soil Conservation Service Map, 1970, Sheet No. 23 (San Marcos Quadrangle).
- U.S. Department of Geologic Survey Map, 1968, San Marcos Quadrangle, 7.5 Minute Series.

Southern California Soil & Testing, Inc., 6280 Riverdale St., San Diego, CA
Telephone (619) 280-4321 Facsimile (619) 280-4717

APPENDIX E
FLOODING AND DRAINAGE ANALYSIS

HUITT-ZOLLARS

CH-301a

Huitt-Zollars, Inc. / Consulting Engineers / 15991 Redhill Avenue / Suite 200 / Tustin, California 92680 / 714-259-1152 / FAX 714-259-1401

February 11, 1994

Mr. Thure R. Stedt, Principal
TRS Consultants
7867 Convoy Court, Suite 312
San Diego, CA 92111

RE: Champagne Gardens Resort
Huitt-Zollars Project No. 06-0049-01

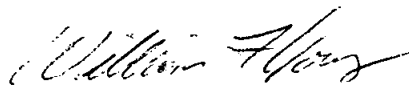
Dear Thure:

Huitt-Zollars, Inc. has prepared preliminary layout for the sewer and water on the above mentioned project. Per our conversation this date, we are sending you preliminary sewer and water layouts, grading cut/fill map, draft report, and draft preliminary estimates. As I discussed with you, we are currently awaiting traffic information for Champagne Boulevard and County of San Diego planning information/fees. I will keep you apprised of our status and send additional information, and the final report when it is complete.

If you should have any questions please feel free to call.

Sincerely,

HUITT-ZOLLARS, INC.
Consulting Engineers



William F. Young, P.E.
Project Manager

WFY/dh

Enclosure

cc: Joseph L. Perring

Flood Plain Delineations

The South Fork of Moosa Creek flows through the proposed Champagne Gardens development. The contributing drainage area to this water course at the site is about 6 square miles. The Lawrence Welk Resort is upstream of the site where a multiuse restored natural channel is used to convey flood waters. At Welk View Drive, a multiple box culvert was constructed across the South Fork Moosa Creek in order to access the Welk parcel from Champagne Boulevard.

Two previous studies have been prepared that address the overall floodplain issues of Moosa Creek and its tributaries.

The first is the *"Floodway Information Study for Moosa Canyon, San Diego County California"*, prepared by the U.S. Army Corps of Engineers in October, 1975. This report estimates the 100-year discharge for South Fork Moosa Creek to be 5,600 cfs at Old Castle Road (7.1 square miles). This would translate to a 100-year discharge of 4,500 to 4,800 cfs within the proposed project. Estimated 100-year water surface elevations range from 468 to 484 through the proposed Champagne Gardens development.

The second study was prepared by Civil Design Group to incorporate improvements along South Fork Moosa Creek based upon channel work done by the Welk Park North subdivision. This study concentrated on the section of creek from Lawrence Welk Drive (old Champagne Boulevard) to 2,400 feet downstream. The study utilizes amended HEC-2 flood profiles (previously prepared by George S. Nolte & Associates) to present 10-, 50-, 100-, and 500-year flood and 100-year floodway profiles. The current Flood Insurance Rate Map (FIRM), Community Panel number 060284-0782D gives the 100-year and 500-year flood hazard areas based upon this study. Estimated 100-year water surface elevations range from 465 to 484 through the proposed Champagne Gardens development.

Encroachment within the flood plain utilizing earth fill or structural measures is allowable if the encroachment in the flood plain would not cause the flood waters to rise more than one foot within the flood plain. This area of possible encroachment is referred to as the floodway. Additional criteria states that hazardous velocities will not be produced adjacent to the encroachment and San Diego County specifies that the floodway may not encroach into the 10-year flood plain.

The Champagne Gardens development proposes to modify the South Fork Moosa Creek through the project. Modification will include encroachment into the flood plain beyond the existing floodway utilizing earth fill. This encroachment will raise the flood height more than one foot within the project limits, but will not raise the flood height more than one foot in the flood plain on adjacent properties. Flood flow velocities will be maintained at or near the velocities for other reaches of the creek. In addition to the earth fill encroachment, improvements to the creek will include a reinforced concrete box culvert road crossing near the southerly end of the project, a low flow "dip" road crossing near the northerly end of the project, and various rock protection at storm drain outlets and other areas as needed. Encroachment beyond the existing floodway limits will require modification of the current flood plain and floodway mapping. New HEC-2 calculations and flood plain mapping will need to be submitted to the Federal Emergency Management Agency (FEMA) to obtain a Letter of Map Revision (LOMR) so that the FIRM may be revised to correct the flood hazard areas as modified by this development.

Reclaimed Water

The VCMWD does not provide service for reclaimed water south of the Circle R Golf Course. At present, Moosa Canyon Wastewater Treatment Plant produces 0.22 MGD. The Circle R Golf Course uses 0.3 MGD for irrigation. It is unlikely production of reclaimed water will increase to the point where it is cost effective for the District to sell reclaimed water to Champagne Gardens.

If the District were to provide service to Champagne Gardens it would result from a line that supplies the Lawrence Welk Golf Course. At present, the option of installing this line is at the conceptual stage, and no plans will be initiated until effluent production increases well above 0.3 MGD.

Secondary Utilities

Electrical:

San Diego Gas and Electric (SDG&E) is the electrical power supplier for the area. They currently have facilities in the area and will be able to serve the proposed development. Existing facilities are overhead power lines within Champagne Blvd. The developer will be responsible for construction of joint utilities trenches, transformer pads, and electrical vaults as required for service. All facilities will be within public right-of-way or public utility easements.

Telephone:

Pacific Bell will provide one service connection per parcel free of charge. Additional services within the said parcel may be purchased. The cost of these services include trenching, cable, conduit, and backboards.

Cable Service:

ADC Cable Company is the Cable T.V. supplier for this area. ADC's typical procedure is to bring service to the site at their cost. It is the developer's cost and responsibility to intract service, although ADC does provide the installation service.

Natural Gas:

San Diego Gas and Electric (SDG&E) is the natural gas supplier for the area of development. Currently SDG&E does not have any facilities within the area, and does not have any planned in the near future. Since a natural gas distribution system does not exist in the area, a Liquified Petroleum Gas (LPG) system and storage tanks will be needed for the development. A single system and tank may serve several buildings, or it may be necessary for each building to have a separate tank and system. The size of the storage tank will be a major factor in selecting placement locations due to size vs distance to structure requirements.

Domestic Water

The Champagne Gardens development falls within the boundaries of three water districts; the Vallecitos Water District (VWD) to the south west, Rainbow Municipal Water District (RMWD) to the west, and Valley Center Municipal Water District (VCMWD) to the east. Parcel A and the northerly 75% of parcel D are in the RMWD service area. Approximately 25% of the southerly portion of Parcel D is within the VWD service area. VCMWD serves the remaining four parcels; B-1, B-2, B-3, and C. It is in the best interest of the developers to obtain service from one source for water and sewer demands. Since VCMWD is best suited to meet sewer and water needs due to their nearby transmission lines, it is believed these lines will provide a convenient point of connection with the minimum cost to the developer. Connecting to VWS or RMWD would require building expensive water and sewer transmission lines. In addition, pump station would be required to transport the waste water to the VWD and RMWD treatment plants. VWD and RMWD are receptive to the tentative proposal of combining the parcels under one service area. Presently VWD is not providing service to Parcel D, and does not have any sewer or water transmission lines in the area. VWD appears to be willing to deannex their portion of Parcel D so that VCMWD may annex. RMWD currently provides water service to Parcel A via a 3/4" water service, although no sewer service is currently in use. RMWD prefers entering into a joint service agreement or interagency agreement for the service as opposed to deannexation. VCMWD would assume all service commitments, but the parcel would stay within the RMWD service area.

Sewer

The project site is under the jurisdiction of three water districts; Vallecitos Water District (VWD), Rainbow Municipal Water District (RMWD) and Valley Center Municipal Water District (VCMWD). The project will best be served by VCMWD. VCMWD has nearby Moosa Canyon Wastewater Treatment Plant that can accommodate the additional effluent from Champagne Gardens. Wastewater would gravity feed down to VCMWD's treatment plant, thereby avoiding additional offsite costs associated with connecting to VWD or RMWD. Additionally, connecting to VWD and RMWD would require expensive pump stations and transmission lines to transport the project's waste to their closest treatment facilities. At this time VWD and RMWD have tentatively agreed to allow VCMWD to provide service to the area. VCMWD has a 12" sewer main that flows from the south to the north along Moosa Creek to the Moosa Canyon Wastewater Treatment Plant. This line crosses through Parcels B, B-3, and C, and can be conveniently accessed to Parcels A and D. The location of the 12" line allows for gravity feed from all parcels with 4" to 8" sewer lines.

Currently the Moosa Canyon Wastewater Treatment Plant is near capacity. VCMWD is studying proposed expansion of the Moosa Canyon Water Reclamation Facility. This study is based on estimates of future use for property owners in the service area.

Grading and Drainage

The site lies east and west of the South Fork of Moosa Creek, therefore, the natural drainage course is toward the creek. Natural slopes in the area vary from 4% to 25%. The site lies in a canyon defined by hills approximately 440 feet above the creek bed. The drainage area is further divided into smaller areas by rivulets that extend from the ridgeline to the creek. Due to this type of natural contour, and the relatively small areas draining onto the site from adjacent properties, most of the water can be carried via interceptor drains, with only limited water being conveyed in the streets, and deposited in South Fork of Moosa Creek.

Since Champagne Blvd. creates a drainage barrier between South Fork of Moosa Creek and Parcels A and D, the existing drainage culverts under Champagne Blvd. will be utilized. Offsite drainage onto Parcels A and D is limited due to the natural contour of the land and the I-15 freeway inhibiting any higher elevations contributing runoff. Runoff onto Parcels A & D will easily be conveyed with interceptor drains and deposited into several existing culverts beneath Champagne Blvd. These culverts will convey the runoff to the South Fork of Moosa Creek.

The site's terrain is gently sloping in the floodplain and steep in the hilly areas (between 10% and 25%). There are few areas with mild slopes that are not in the floodplain. The lack of relatively flat areas for building pads will require 300,000 cy of cut to create pads. The material generated from cut on the east side of Champagne Blvd. will be used as fill in the Conservatory area where approximately 75,000 cy are needed. Other areas throughout the site will require 110,000 cy of fill material. In steep areas such as the area above the Chapel, and the steep areas in Parcel D, it is assumed a soils engineer will approve 1 1/2:1 rock cuts to reduce the grading. The rock cut excavated from these areas is approximately 23,000 cy. This material can be buried in the fill material for the conservatory area or used as lining along the creek.

APPENDIX F
PUBLIC SERVICE LETTERS

PROJECT FACILITY AVAILABILITY FORM

FIRE

Please type or use pen

(Two forms are needed if project is to be served by separate school districts)

Champagne Gardens Owners C/O 496-2525

Owner's Name

Phone

7867 Convoy Court #312

Owner's Mailing Address

Street

San Diego CA 92111

City

State

Zip

ORG _____

ACCT _____

ACT _____

TASK _____

AMT \$ _____

DATE _____

DISTRICT CASHIER'S USE ONLY

F

SECTION 1. PROJECT DESCRIPTION

TO BE COMPLETED BY APPLICANT

- A. ☐ Major Subdivision (TM) ☒ Specific Plan or Specific Plan Amendment
☐ Minor Subdivision (TPM) ☐ Boundary Adjustment
 Certificate of Compliance, purpose: _____
 Major Use Permit (MUP), purpose: _____
☒ Rezone (Reclassification) from NA to NA zone
☐ Time Extension... Case No. _____
☐ Expired Map..... Case No. _____
☐ Other _____

Assessor's Parcel Number(s)

(Add extra if necessary)

172-040-05, 38,39

172-091-11,17,27

172-092-1,2

172-030-17,44,45

- B. ☐ Residential.....Total number of dwelling units _____
☒ Commercial.....Gross floor area _____
☐ Industrial.....Gross floor area _____
☐ Other.....Gross floor area _____

 Thomas Bros. Page 12 Grid E1
 Various- Champagne Blvd

 Project address _____
 Street
 Bonsall, N. Co. Met, Valley Center
 Community Planning Area/Subregion _____ Zip _____

- C. Total Project acreage 80 Total lots 7 (existing) Smallest proposed lot NA

OWNER/APPLICANT AGREES TO COMPLETE ALL CONDITIONS REQUIRE

Applicant's signature: Eric Kallen, TRS Consultants

Date: 8-7-97

Address: 7867 Convoy Ct. #312 San Diego CA 92111

Phone: 496-2525/ fax 496-2527

(On completion of above, present to the district that provides fire protection to complete Section 2 and 3 below)

SECTION 2. FACILITY AVAILABILITY

TO BE COMPLETED BY DISTRICT

District Name: DEER SPRINGS FIRE PROTECTION DISTRICT

Indicate the location and distance of the primary fire station that will serve the proposed project: _____

8709 Circle R Drive, approx 1 1/4 miles, 5 minutes[±]

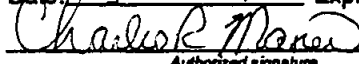
- A. ☒ Project is in the District and eligible for service.
☐ Project is not in District but it is within its Sphere of Influence boundary, owner must apply for annexation.
☐ Project is not in the District and not within the District's Sphere of Influence.
☐ Project is not located entirely within the District and a potential boundary issue exists with the _____ District.
 B. ☐ Based on the capacity and capability of the District's existing and planned facilities, fire protection facilities are currently adequate or will be adequate to serve the proposed project. The expected emergency travel time to the proposed project is _____ minutes.
☐ Fire protection facilities are not expected to be adequate to serve the proposed development within the next five years.
 C. ☐ District conditions are attached. The number of sheets attached: _____
☒ District will submit conditions at a later date.

SECTION 3. FUELBREAK REQUIREMENTS

Note: The fuelbreak requirements prescribed by the fire district for the proposed project do not authorize any clearing prior to project approval by the Department of Planning and Land Use.

- ☐ Within the proposed project _____ feet of clearing will be required around all structures.
☐ The proposed project is located in a hazardous wildland fire area, and additional fuelbreak requirements may apply. Environmental mitigation requirements should be coordinated with the fire district to ensure that these requirements will not pose fire hazards.

Date: August 14, 97 Expiration date: Aug. 14, 1998 (One year from date of issuance unless district indicates otherwise)



Charles R. Maner, Fire Chief (760)749-8001

Authorized signature

Print name and title

Phone

 On completion of Section 2 and 3 by the District, applicant is to submit this form with application to:
 Zoning Counter, Department of Planning and Land Use, 5201 Ruffin Road, Suite B, San Diego, CA 92123



COUNTY OF SAN DIEGO

INTER-DEPARTMENTAL CORRESPONDENCE

AGENCY RECOMMENDATION

April 20, 1994

TO: Katharine Cresto
Department of Planning and Land Use
Project Processing (0-650)

FROM: Sheriff's Department
Planning & Research Unit (0-339)

CHAMPAGNE GARDENS SPECIFIC PLAN, PROJECT #SP91-001

In response to a request from TRS Consultants, the following information is provided. The consultant advised that this is a commercial project, but had no specific number of businesses that may be developed.

1. Development of vacant land for residential, commercial, industrial or recreational use, impacts negatively on delivery of law enforcement services in the unincorporated area. Therefore, additional resources commensurate with changes in land use or increases in population density must be added to maintain adequate service levels.
2. The desirable law enforcement service level for unincorporated areas as a whole, has been determined to be a 24-hour service package consisting of seven patrol deputies, two detectives, one supervisor and one clerical support staff for each 10,000 resident population. In other words, for each population increase of 1,000 approximately one sworn officer must be added to maintain adequate service levels.
3. Resources provided for the unincorporated area of the County are currently below that level, which seriously impacts our ability to provide adequate services. This project will therefore impact negatively on service delivery to the project site and also will further diminish service to the rest of the unincorporated area.

4. The project site is located within Sheriff's Beat Number 363, which is serviced from the San Marcos Substation located at 187 Santar Place, San Marcos, CA 92069.

5. Quick response to calls is critical because it increases the chances of saving lives and apprehending criminals at or near the scene of a crime. In urbanized areas of unincorporated San Diego, the current goal for response time to a priority call is 8 minutes or less. These are calls involving life-threatening situations or felonies in progress. For all other calls the target is 16 minutes or less.

Average response times for calls for service in the San Marcos Substation's unincorporated jurisdiction in Calendar Year 1993 were:

Priority Calls: 17.2 minutes for 770 calls

Non-Priority Calls: 40.8 minutes for 5,377 calls.

This development, taken as an isolated project, will have a minimal impact on law enforcement services in this area. There is, however, a definite negative impact when consideration is given to the cumulative effect of general unincorporated population growth; this specific development, other projects that have been previously approved, and those being planned. Development of this project will definitely require increases in law enforcement resources to meet the increased demand for services. Accordingly, the Sheriff's Department recommends that, to the extent legally allowed, this project be required to mitigate the impact on our capital and facilities needs.

Carol A. Decker

Carol A. Decker
Planning & Research Analyst

✓ cc: Thure R. Stedt
TRS Consultants
7867 Convoy Court, Suite 312
San Diego, CA 92111

PROJECT FACILITY AVAILABILITY FORM

SEWER

Please type or use pen

Champagne Gardens Owners C/O 496-2525

Owner's Name Phone

7867 Convoy Court #312

Owner's Mailing Address Street

San Diego CA 92111

ORG VCMD

ACCT

ACT 01-4433.00

TASK

DATE 8-18-97

RECEIVED

AUG 12 1997

VCMD-ENGINEERING

AMT \$ 15.00

DISTRICT CASHIER'S USE ONLY

SECTION 1. PROJECT DESCRIPTION

TO BE COMPLETED BY APPLICANT

- A. ☐ Major Subdivision (TM) ☐ Certificate of Compliance: _____
☐ Minor Subdivision (TPM) ☐ Boundary Adjustment
☒ Specific Plan or Specific Plan Amendment
☒ Rezone (Reclassification) from NA to NA zone
☐ Major Use Permit (MUP), purpose: _____
☐ Time Extension... Case No. _____
☐ Expired Map... Case No. _____
☐ Other _____

Assessor's Parcel Number(s)
(Add extra if necessary)

172-040-05, 38,39

172-091-11,17,27

172-092-1,2

172-030-17,44,45

- B. ☐ Residential... Total number of dwelling units _____
☒ Commercial... Gross floor area _____
☐ Industrial... Gross floor area _____
☐ Other... Gross floor area _____

Thomas Bros. Page 12 Grid E1
Various- Champagne BlvdC. Total Project acreage 80 Total number of lots 7 (existing)

Project address _____ Street

- D. Is the project proposing its own wastewater treatment plant? ☐ Yes ☒ No
 Is the project proposing the use of reclaimed water? ☐ Yes ☒ No

Bonsall, N. Co. Met, Valley Center
Community Planning Area/Subregion Zip

Owner/Applicant agrees to pay all necessary construction costs and dedicate all district required easements to extend service to the project.
 OWNER/APPLICANT MUST COMPLETE ALL CONDITIONS REQUIRED BY THE DISTRICT.

Applicant's Signature: Eric Kallen, TRS ConsultantsDate: 8-7-97Address: 7867 Convoy Ct. #312 San Diego CA 92111Phone: 496-2525 / fax 496-2527

(On completion of above, present to the sewer district to establish facility availability. Section 2 below)

SECTION 2. FACILITY AVAILABILITY

TO BE COMPLETED BY DISTRICT

District name VALLEY CENTER MUN. WATER DISTRICT Service area COUNTY AREA OF VALLEY CENTER

- A. ☒ Project is in the district.
☐ Project is not in the district but is within its Sphere of Influence boundary, owner must apply for annexation.
☐ Project is not in the district and is not within its Sphere of Influence boundary.
☐ The project is not located entirely within the district and a potential boundary issue exists with the _____ District.

- B. ☒ Facilities to serve the project ☒ ARE ☐ ARE NOT reasonably expected to be available within the next 5 years based on the capital facility plans of the district. Explain in space below or on attached. Number of sheets attached: 1
☐ Project will not be served for the following reason(s): _____

- C. ☒ District conditions are attached. Number of sheets attached: 1
☐ District has specific water reclamation conditions which are attached. Number of sheets attached: _____
☐ District will submit conditions at a later date.

- D. ☒ How far will the pipeline(s) have to be extended to serve the project? AS REQUIRED

Date: 8-18-97 Expiration date: 8-18-98 (One year from date of issuance unless district indicates otherwise)Authorized signature: Christine H. GooteePrint name: CHRISTINE H. GOOTEEPrint title: ENGINEERING TECH.Phone: 619-749-1600

NOTE: THIS DOCUMENT IS NOT A COMMITMENT OF FACILITIES OR SERVICE BY THE DISTRICT

On completion of Section 2 by the district, applicant is to submit this form with application to
 the Zoning Counter at the Department of Planning and Land Use, 5201 Ruffin Road, San Diego, CA 92123

EXHIBIT A (Sewer)

Reference Section 2

ITEM A NOTE: The project lies within the proposed service area of the District's Moosa Canyon Wastewater Treatment Plant. Additional capacity for this project is reasonably expected to be available within the next 5 years.

ITEM B NOTE: This project shall be subject to the District's Water Reclamation and Implementing Procedures as described in Article 175 of the District's Administrative Code.

ITEM C NOTE: Although this project lies within the proposed service area of the District's Moosa Canyon Wastewater Treatment Plant, Assessor Parcel No's. 172-030-14, 44, 45 and 172-091-11, 17, 27 do not lie within the boundary of the Valley Center Municipal Water District. A commitment letter to serve this project with sewer would require annexation to the Valley Center Municipal Water District.

ITEM D Additional items as noted in letter to ~ County of San Diego dated Nov. 1, 1995 and attached hereto.

VALLEY CENTER MUNICIPAL WATER DISTRICT

A Public Agency Organized July 12, 1954

29300 Valley Center Road • P.O. Box 67 • Valley Center, CA 92082
(619) 749-1600 • TDD (619) 749-2665 • FAX (619) 749-6478

November 1, 1995

Leann P. Carmichael
County of San Diego
Dept. of Planning & Land Use
5201 Ruffin Road, Suite B
San Diego, CA 92123

RE: SP 94-002, R94-007, Log No. 94-8-30
Champagne Gardens Specific Plan

Dear Ms. Carmichael:

VCMWD staff has the following comments regarding the "Notice of Intent to Prepare a Draft Environmental Impact Report" for the above referenced project:

- 1) The portion of the project east of Highway 395 is located in Valley Center Municipal Water District.
- 2) Both water and sewer service are available under the terms and conditions of the District's Administrative Code to the portion of the project in VCMWD. The proposed development is in accordance with the District's Water Master Plan. Sewer service would be provided by the District's Lower Moosa Canyon Water Reclamation Facility. The proposed development is also in accordance with the Lower Moosa Canyon Water Reclamation Facility Service Area Development Plan.
- 3) An annexation request would be considered by VCMWD to provide necessary services to property west of Highway 395.
- 4) Conditions of service for all properties would include the following:
 - a) Extension of all required off-site water and sewer lines.
 - b) Any improvements to the District's water supply and distribution system determined necessary for the project.
 - c) Successful approval and completion of the District's expansion plans for the Lower Moosa Canyon Water Reclamation Facility.

- d) Payment of applicable capacity fees and associated charges.
- 5) The District has a Reclaimed Water Ordinance requiring the use of reclaimed water once it becomes available. The District will require facilities to allow for conversion to reclaimed water once it becomes available.

If you have any questions or need any additional information, please contact me.

Sincerely,

A handwritten signature in cursive script, reading "Patric E. Jewell". The signature is written in dark ink and is positioned above the printed name and title.

Patric E. Jewell
District Engineer

PROJECT FACILITY AVAILABILITY FORM

SCHOOL

Please type or use pen

(Two forms are needed if project is to be served by separate school districts)

Champagne Gardens Owners 496-2525
 Owner's Name _____ Phone _____
 c/o 7867 Convoy Ct. #312
 Owner's Mailing Address _____ Street _____
 San Diego CA 92111
 City _____ State _____ Zip _____

ORG _____
 ACCT _____
 ACT _____ ELEMENTARY _____
 TASK _____ HIGH SCHOOL _____
 DATE _____ UNIFIED _____

SC

DISTRICT CASHIER'S USE ONLY

SECTION 1. PROJECT DESCRIPTION

TO BE COMPLETED BY APPLICANT

A. LEGISLATIVE ACT

Assessor's Parcel Number(s)

(Add extra if necessary)

- ☒ Rezone from _____ zone density/intensity to _____ zone density/intensity.
☐ General Plan Amendment
☒ Specific Plan
☐ Specific Plan Amendment

172-030-14,44,45, 172-040-5,38,39
 172-091-11,17,27, 172,092,1,2

B. DEVELOPMENT PROJECT

- ☐ Major Subdivision (TM)
☐ Minor Subdivision (TPM)
☐ Boundary Adjustment
☐ Major Use Permit (MUP), purpose: _____
☐ Time Extension... Case No. _____
☐ Expired Map... Case No. _____
☐ Other _____


Thomas Bros. Page 12 Grid E1
 various- Champagne Blvd

Project address _____ Street _____

- C. ☐ Residential Total number of dwelling units none proposed
☒ Commercial Gross floor area _____
☐ Industrial Gross floor area _____
☐ Other Gross floor area _____

Bonsall, Valley Center, NC Met
 Community Planning Area/Subregion _____ Zip _____

D. Total Project acreage 80± Total number of lots 7 (existing)

Applicant's Signature Eric Kallen, TRS Consultants  Date 5-31-95

Address 7867 Convoy Ct. #312 San Diego CA 92111 Phone 496-2525

(On completion of above, present to the school district to complete Section 2 below)

SECTION 2. FACILITY AVAILABILITY

TO BE COMPLETED BY DISTRICT

District Name: Bonsall Union School District

If not in a unified district, which elementary or high school district must also fill out a form?

Indicate the location and distance of proposed schools of attendance. Elementary: _____ miles: _____
 Junior/Middle: _____ miles: _____ High school: _____ miles: _____

- ☐ This project will result in the overcrowding of the ☐ elementary ☐ junior/middle ☐ high school.
 (check all that apply)

- ☒ Fees will be levied either in accordance with Government Code Section 53080 or Section 65970 prior to the issuance of building permits.

- ☒ Project is located entirely within the district and is eligible for service.

- ☐ The project is not located entirely within the district and a potential boundary issue may exist with the _____ school district.

FOR LEGISLATIVE ACTS (Rezoning, General Plan Amendments, Specific Plans) ONLY:

- ☐ Pursuant to County Ordinance and the Public Facility Element of the General Plan, facilities to serve the project have been committed through a binding agreement satisfactory to the school district.
☐ A binding agreement has not yet been signed, but one will be required prior to legislative approval.
☒ No binding agreement is necessary.

Authorized signature: Print name: Steven W. EnochPrint title: SuperintendentPhone: 631-5200

On completion of Section 2 by the district, applicant is to submit this form with application to the Zoning Counter at the Department of Planning and Land Use, 5201 Ruffin Road, San Diego, CA 92123

PROJECT FACILITY AVAILABILITY FORM

SCHOOL

Please type or use pen

(Two forms are needed if project is to be served by separate school districts)

Champagne Gardens Owners 496-2525

Owner's Name Phone

c/o 7867 Convoy Ct. #312

Owner's Mailing Address Street

San Diego CA 92111

City State Zip

ORG _____

ACCT _____

ACT _____

TASK _____

DATE _____

ELEMENTARY _____

HIGH SCHOOL _____

UNIFIED _____

DISTRICT CASHIER'S USE ONLY

SC

SECTION 1. PROJECT DESCRIPTION

TO BE COMPLETED BY APPLICANT

A. LEGISLATIVE ACT

Assessor's Parcel Number(s)

(Add extra if necessary)

- ☒ Rezone from _____ zone density/intensity to _____ zone density/intensity.
☒ General Plan Amendment
☒ Specific Plan
☐ Specific Plan Amendment

172-030-14, 44, 45, 172-040-5, 38, 39
 172-091-11, 17, 27, 172, 092, 1, 2

B. DEVELOPMENT PROJECT

- ☐ Major Subdivision (TM)
☐ Minor Subdivision (TPM)
☐ Boundary Adjustment
☐ Major Use Permit (MUP), purpose: _____
☐ Time Extension... Case No. _____
☐ Expired Map... Case No. _____
☐ Other _____

Thomas Bros. Page 12 Grid E1
 various- Champagne Blvd

Project address _____

- C. ☐ Residential Total number of dwelling units none proposed
☒ Commercial Gross floor area _____
☐ Industrial Gross floor area _____
☐ Other Gross floor area _____

Bonsall, Valley Center, NC Met
 Community Planning Area/Subregion Zip

D. Total Project acreage 80± Total number of lots 7 (existing)

Applicant's Signature Eric Kallen, TRS Consultants Date 5-31-95

Address 7867 Convoy Ct. #312 San Diego CA 92111 Phone 496-2525

(On completion of above, present to the school district to complete Section 2 below)

SECTION 2. FACILITY AVAILABILITY

TO BE COMPLETED BY DISTRICT

District Name: Escondido Union High School District

If not in a unified district, which elementary or high school district must also fill out a form?

Indicate the location and distance of proposed schools of attendance. Elementary: _____ miles:
 Junior/Middle: _____ miles: _____ High school: Escondido High School miles: 10

- ☒ This project will result in the overcrowding of the ☐ elementary ☐ junior/middle ☒ high school.
 (check all that apply)

- ☒ Fees will be levied either in accordance with Government Code Section 53080 or Section 65970 prior to the issuance of building permits.

- ☐ Project is located entirely within the district and is eligible for service.

- ☒ The project is not located entirely within the district and a potential boundary issue may exist with the Bonsall school district.

FOR LEGISLATIVE ACTS (Rezones, General Plan Amendments, Specific Plans) ONLY:

- ☐ Pursuant to County Ordinance and the Public Facility Element of the General Plan, facilities to serve the project have been committed through a binding agreement satisfactory to the school district.
☐ A binding agreement has not yet been signed, but one will be required prior to legislative approval.
☒ No binding agreement is necessary.

Authorized signature: _____

Print name: Jerry Wilhoit

Print title: _____

Phone: (619) 739-7367

On completion of Section 2 by the district, applicant is to submit this form with application to
 the Zoning Counter at the Department of Planning and Land Use, 5201 Ruffin Road, San Diego, CA 92123

PROJECT FACILITY AVAILABILITY FORM

SCHOOL

Please type or use pen

(Two forms are needed if project is to be served by separate school districts)

Champagne Gardens Owners 496-2525

Owner's Name Phone

c/o 7867 Convoy Ct. #312

Owner's Mailing Address Street

San Diego CA 92111

City State Zip

ORG _____

ACCT _____

ACT _____

TASK _____

DATE _____

ELEMENTARY _____

HIGH SCHOOL _____

UNIFIED _____

Sc

DISTRICT CASHIER'S USE ONLY

SECTION 1. PROJECT DESCRIPTION

TO BE COMPLETED BY APPLICANT

A. LEGISLATIVE ACT

Assessor's Parcel Number(s)

(Add extra if necessary)

☒ Rezone from _____ zone density/intensity to _____ zone density/intensity.☐ General Plan Amendment☒ Specific Plan☐ Specific Plan Amendment

172-030-14,44,45, 172-040-5,38,39

172-091-11,17,27, 172,092,1,2

B. DEVELOPMENT PROJECT

☐ Major Subdivision (TM)☐ Minor Subdivision (TPM)☐ Boundary Adjustment☐ Major Use Permit (MUP), purpose: _____☐ Time Extension... Case No. _____☐ Expired Map... Case No. _____☐ Other _____

Thomas Bros. Page 12 Grid E1

various- Champagne Blvd

Project address _____

Street

C. ☐ Residential Total number of dwelling units none proposed☒ Commercial Gross floor area _____☐ Industrial Gross floor area _____☐ Other Gross floor area _____

Bonsall, Valley Center, NC Met

Community Planning Area/Subregion

Zip

D. Total Project acreage 80± Total number of lots 7(existing)Applicant's Signature Eric Kallen, TRS Consultants EFK Date 5-31-95Address 7867 Convoy Ct. #312 San Diego CA 92111 Phone 496-2525

(On completion of above, present to the school district to complete Section 2 below)

SECTION 2. FACILITY AVAILABILITY

TO BE COMPLETED BY DISTRICT

District Name: FALLBROOK HIGH SCHOOL DISTRICT

If not in a unified district, which elementary or high school district must also fill out a form?

Indicate the location and distance of proposed schools of attendance. Elementary: _____ miles: _____

Junior/Middle: _____ miles: _____ High school: FALLBROOK miles: 10☐ This project will result in the overcrowding of the ☐ elementary ☐ junior/middle ☐ high school.
(check all that apply)☒ Fees will be levied either in accordance with Government Code Section 53080 or Section 65970 prior to the issuance of building permits.☐ Project is located entirely within the district and is eligible for service.☒ The project is not located entirely within the district and a potential boundary issue may exist with the _____ school district.

FOR LEGISLATIVE ACTS (Rezoning, General Plan Amendments, Specific Plans) ONLY:

☐ Pursuant to County Ordinance and the Public Facility Element of the General Plan, facilities to serve the project have been committed through a binding agreement satisfactory to the school district.☒ A binding agreement has not yet been signed, but one will be required prior to legislative approval.☐ No binding agreement is necessary.Authorized signature: D. CallardPrint name: D.E. CALLARDPrint title: ASST. SUPERINTENDENTPhone: 723 6332

On completion of Section 2 by the district, applicant is to submit this form with application to the Zoning Counter at the Department of Planning and Land Use, 5201 Ruffin Road, San Diego, CA 92123

PROJECT FACILITY AVAILABILITY FORM

SCHOOL

Please type or use pen

(Two forms are needed if project is to be served by separate school districts)

Champagne Gardens Owners 496-2525
Owner's Name Phonec/o 7867 Convoy Ct. #312
Owner's Mailing Address Street
San Diego CA 92111

City State Zip

ORG _____

ACCT _____

ACT _____

TASK _____

DATE _____

ELEMENTARY _____

HIGH SCHOOL _____

UNIFIED _____

DISTRICT CASHIER'S USE ONLY

SC

SECTION 1. PROJECT DESCRIPTION

TO BE COMPLETED BY APPLICANT

A. LEGISLATIVE ACT

Assessor's Parcel Number(s)

(Add extra if necessary)

- ☒ Rezone from _____ zone density/intensity to _____ zone density/intensity.
☒ General Plan Amendment
☒ Specific Plan
☐ Specific Plan Amendment

172-030-14, 44, 45, 172-040-5, 38, 39
172-091-11, 17, 27, 172, 092, 1, 2

B. DEVELOPMENT PROJECT

- ☐ Major Subdivision (TM)
☐ Minor Subdivision (TPM)
☐ Boundary Adjustment
☐ Major Use Permit (MUP), purpose: _____
☐ Time Extension... Case No. _____
☐ Expired Map... Case No. _____
☐ Other _____

Thomas Bros. Page 12 Grid E1
various- Champagne Blvd

- C. ☐ Residential Total number of dwelling units none proposed
☒ Commercial Gross floor area _____
☐ Industrial Gross floor area _____
☐ Other Gross floor area _____

Project address _____
Bonsall, Valley Center, NC Met
Community Planning Area/Subregion ZipD. Total Project acreage 80± Total number of lots 7 (existing)Applicant's Signature Eric Kallen, TRS Consultants Date 5-31-95
Address 7867 Convoy Ct. #312 San Diego CA 92111 Phone 496-2525

(On completion of above, present to the school district to complete Section 2 below)

SECTION 2. FACILITY AVAILABILITY

TO BE COMPLETED BY DISTRICT

District Name: Valley CenterIf not in a unified district, which elementary or
high school district must also fill out a form?
EscondidoIndicate the location and distance of proposed schools of attendance. Elementary: Cole Grade miles: 10
Junior/Middle: Lk. Wohlford Rd miles: 15 High school: _____ miles: _____

- ☐ This project will result in the overcrowding of the ☐ elementary ☐ junior/middle ☐ high school.
(check all that apply)

☒ Fees will be levied either in accordance with Government Code Section 53080 or Section 65970 prior to the issuance of building permits.☐ Project is located entirely within the district and is eligible for service.☒ The project is not located entirely within the district and a potential boundary issue may exist with the Bonsall school district.

FOR LEGISLATIVE ACTS (Rezoning, General Plan Amendments, Specific Plans) ONLY:

- ☐ Pursuant to County Ordinance and the Public Facility Element of the General Plan, facilities to serve the project have been committed through a binding agreement satisfactory to the school district.
☐ A binding agreement has not yet been signed, but one will be required prior to legislative approval.
☒ No binding agreement is necessary.

Authorized signature: _____

Print name: Dr. Jeff MulfordPrint title: Supt.Phone: 749-0464 6/20/95On completion of Section 2 by the district, applicant is to submit this form with application to
the Zoning Counter at the Department of Planning and Land Use, 5201 Ruffin Road, San Diego, CA 92123

PROJECT FACILITY AVAILABILITY FORM

WATER

Please type or use pen

Champagne Gardens Owners C/O 496-2525

Owner's Name

Phone

7867 Convoy Court #312

Owner's Mailing Address

Street

San Diego CA 92111

City

State

Zip

ORG VCMWD

RECEIVED

W

ACCT. _____

ACT 01-4433.00

AUG 12 1997

TASK _____

VCMWD-ENGINEERING

DATE 8-18-97AMT \$ 15.00

DISTRICT CASHIER'S USE ONLY

SECTION 1. PROJECT DESCRIPTION

TO BE COMPLETED BY APPLICANT

- A. ☐ Major Subdivision (TM) ☒ Specific Plan or Specific Plan Amendment
☐ Minor Subdivision (TPM) ☐ Certificate of Compliance: _____
☐ Boundary Adjustment
☒ Rezone (Reclassification) from NA to NA zone.
☐ Major Use Permit (MUP), purpose: _____
☐ Time Extension... Case No. _____
☐ Expired Map... Case No. _____
☐ Other _____

Assessor's Parcel Number(s)

(Add extra if necessary)

172-040-05, 38,39

172-091-11,17,27

172-092-1,2

172-030-17,44,45

- B. ☐ Residential Total number of dwelling units _____
☒ Commercial Gross floor area _____
☐ Industrial Gross floor area _____
☐ Other Gross floor area _____

C. Total Project acreage 80 Total number of lots 7 (existing)

- D. Is the project proposing the use of groundwater? ☐ Yes ☒ No
 Is the project proposing the use of reclaimed water? ☐ Yes ☒ No

Thomas Bros. Page 12 Grid E1
 Various- Champagne Blvd
 Project address _____ Street _____
 Bonsall, N. Co. Met, Valley Center
 Community Planning Area/Subregion _____ Zip _____

Owner/Applicant agrees to pay all necessary construction costs, dedicate all district required easements to extend service to the project and
 COMPLETE ALL CONDITIONS REQUIRED BY THE DISTRICT.

Applicant's Signature: Eric Kallen, TRS ConsultantsDate: 8-7-97Address: 7867 Convoy Ct. #312 San Diego CA 92111Phone: 496-2525 / fax 496-2527

(On completion of above, present to the water district to establish facility availability, Section 2 below)

SECTION 2. FACILITY AVAILABILITY

TO BE COMPLETED BY DISTRICT

District name VALLEY CENTER MUN. WATER DISTRICT Service area COUNTY AREA OF VALLEY CENTER

- A. ☒ Project is in the district.
☐ Project is not in the district but is within its Sphere of Influence boundary, owner must apply for annexation.
☐ Project is not in the district and is not within its Sphere of Influence boundary.
☐ The project is not located entirely within the district and a potential boundary issue exists with the _____ District.
B. ☒ Facilities to serve the project ☒ ARE ☐ ARE NOT reasonably expected to be available within the next 5 years based on the capital facility plans of the district. Explain in space below or on attached 1. (Number of sheets)
☐ Project will not be served for the following reason(s): _____

- C. ☒ District conditions are attached. Number of sheets attached: 1
☐ District has specific water reclamation conditions which are attached. Number of sheets attached: _____
☐ District will submit conditions at a later date.
D. ☒ How far will the pipeline(s) have to be extended to serve the project? AS REQUIRED FOR FIRE PROTECTION.

Date: 8-18-97 Expiration date: 8-18-98 (One year from date of issuance unless district indicates otherwise.)Authorized signature: Christine H. Gootee Print name: CHRISTINE GOOTEEPrint title: ENGINEERING TECH. Phone: 760-749-1600

NOTE: THIS DOCUMENT IS NOT A COMMITMENT OF SERVICE OR FACILITIES BY THE DISTRICT

On completion of Section 2 by the district, applicant is to submit this form with application to
 the Zoning Counter at the Department of Planning and Land Use, 5201 Ruffin Road, San Diego, CA 92123

EXHIBIT 'A'

(water)

ITEM I Water availability to this development will depend on region-wide water supplies. Residents of this property will be required to participate in any future conservation measures that may be adopted by the Valley Center Municipal Water District.

ITEM II ADDITIONAL COMMENTS: (When Applicable)

A. ☒ There is a possibility of low water pressure on this property. Affects elevations above 877 feet on Assessor Parcel No's. 172-092-01, 02.

B. ☒ Relocation of existing Valley Center Municipal Water District facilities may be required. Affects Assessor Parcel No's. 172-040-05, 38, 39 and 172-092-01, 02.

C. ☒ Prior to map recordation, project proponents shall be required to grant to the Valley Center Municipal Water District all private interior, ingress/egress or utility easements.

D. ☒ OTHER - See additional items.
A commitment to serve this project would require annexation to the General District for Assessor Parcel No's. 172-030-17, 44, 45 and 172-091-11, 17, 27.
Additional items as noted in letter to County of San Diego dated Nov. 1, 1995 and attached hereto.

VALLEY CENTER MUNICIPAL WATER DISTRICT

A Public Agency Organized July 12, 1954

29300 Valley Center Road • P.O. Box 67 • Valley Center, CA 92082
(619) 749-1600 • TDD (619) 749-2665 • FAX (619) 749-6478

November 1, 1995

Leann P. Carmichael
County of San Diego
Dept. of Planning & Land Use
5201 Ruffin Road, Suite B
San Diego, CA 92123

RE: SP 94-002, R94-007, Log No. 94-8-30
Champagne Gardens Specific Plan

Dear Ms. Carmichael:

VCMWD staff has the following comments regarding the "Notice of Intent to Prepare a Draft Environmental Impact Report" for the above referenced project:

- 1) The portion of the project east of Highway 395 is located in Valley Center Municipal Water District.
- 2) Both water and sewer service are available under the terms and conditions of the District's Administrative Code to the portion of the project in VCMWD. The proposed development is in accordance with the District's Water Master Plan. Sewer service would be provided by the District's Lower Moosa Canyon Water Reclamation Facility. The proposed development is also in accordance with the Lower Moosa Canyon Water Reclamation Facility Service Area Development Plan.
- 3) An annexation request would be considered by VCMWD to provide necessary services to property west of Highway 395.
- 4) Conditions of service for all properties would include the following:
 - a) Extension of all required off-site water and sewer lines.
 - b) Any improvements to the District's water supply and distribution system determined necessary for the project.
 - c) Successful approval and completion of the District's expansion plans for the Lower Moosa Canyon Water Reclamation Facility.

- d) Payment of applicable capacity fees and associated charges.
- 5) The District has a Reclaimed Water Ordinance requiring the use of reclaimed water once it becomes available. The District will require facilities to allow for conversion to reclaimed water once it becomes available.

If you have any questions or need any additional information, please contact me.

Sincerely,

A handwritten signature in cursive script, reading "Patric E. Jewell".

Patric E. Jewell
District Engineer

APPENDIX G
CULTURAL RESOURCES ASSESSMENT

CULTURAL RESOURCE ASSESSMENT

FOR

+80 Acre Parcel along Champagne Blvd

Champagne Boulevard Specific Plan Area (0 DU/AC)

Prepared for:

**Champagne Blvd. SPA Owners
TRS Consultants
7867 Convoy Ct., Suite 312
San Diego, Ca. 92111**

Prepared by:

**TMI Environmental Services
2707 Congress St., Suite 2L
San Diego, California 92110**

619-295-2763

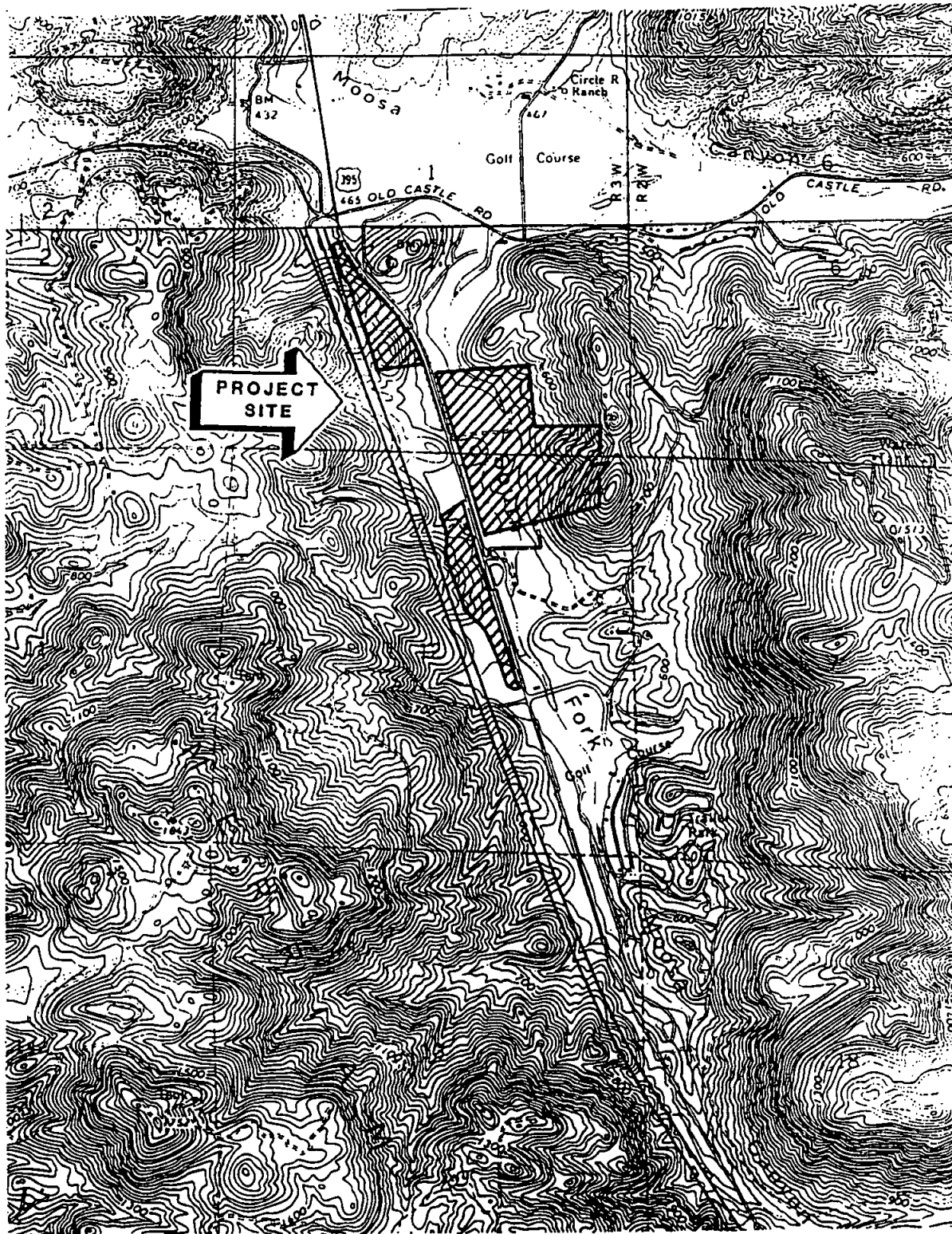
January 25, 1992

**Judy A. Berryman
Roy Pettis**

San Marcos

Survey Results- isolated rock feature; cultural period undetermined

FIGURE 1



PROJECT VICINITY MAP
USGS 7.5' Bonsall and San Marcos Quadrangles

INTRODUCTION

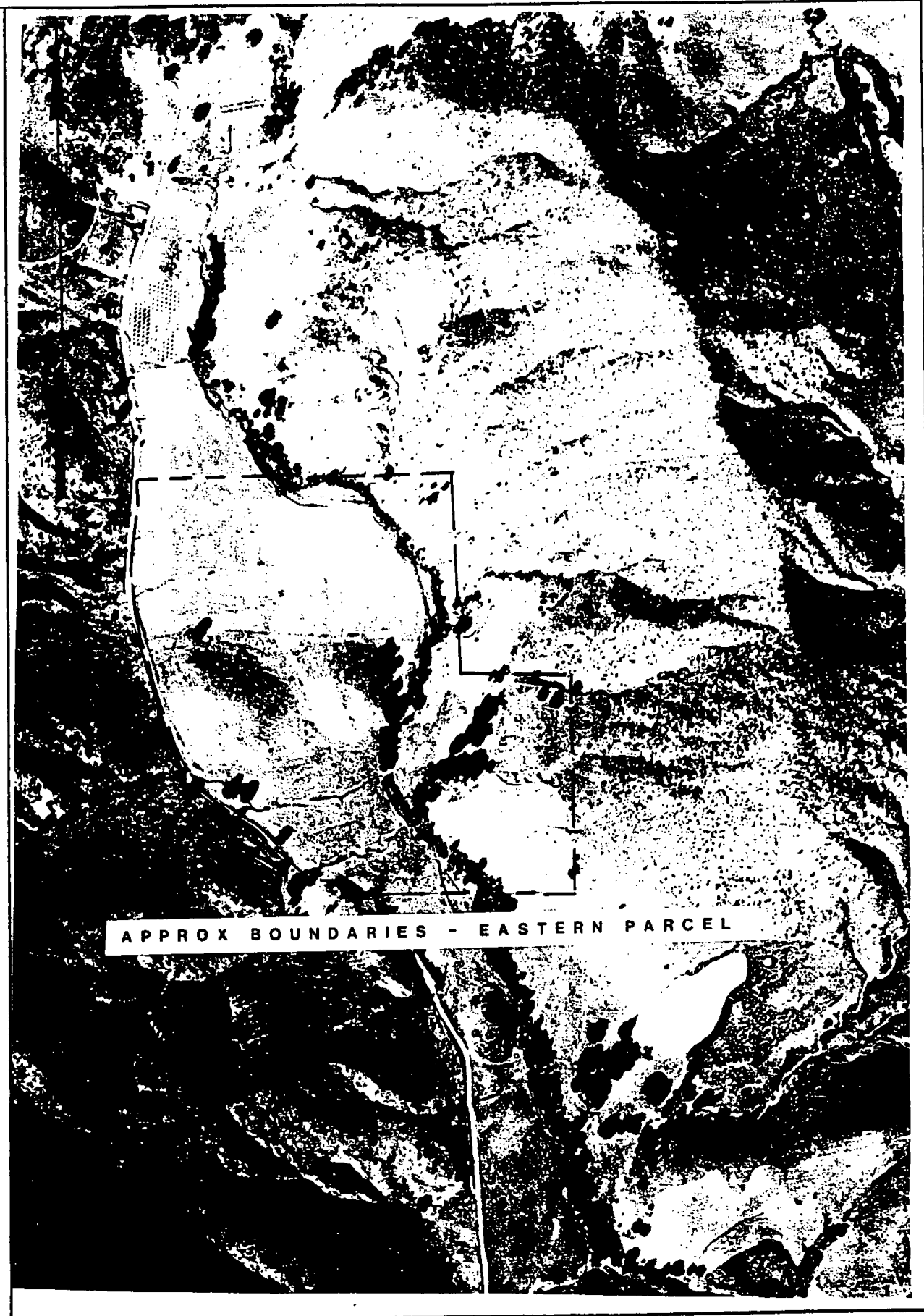
The 80+ acre parcel is located between Old Castle Road and Lawrence Welk Resort, along Old State Highway 395. Specifically, it is located in portions of the southern half of Section 1 and portions of the eastern half of Section 12, Range 3 West, Township 11 South of the USGS 7.5' San Marcos Quadrangle (Figure 1). Access to the parcel is from Old Highway 395/Champagne Blvd. Currently the project is included within the larger Champagne Boulevard Specific Plan Area. The objectives of this SPA is to accommodate visitor-serving commercial uses, similar to those found at the Lawrence Welk Country Club Village and at the Circle "R" Resort. Although no specific development plans have been generated, private residences is not an option for this area. On-going use of the property includes a winery and associated vineyard (southern portion, east of Champagne Blvd), gas station/snack shop, horse stables with associated outbuildings and undeveloped areas (particularly west of Champagne Blvd) (see attached County Ortho Map, figure 2).

Topographically, the project is situated on the floor and lower slopes of the south fork of Moosa Canyon. This area contains several relatively low hills, with the remaining portions of the site flat except for relatively steep slopes along the eastern boundary. Old Highway 395 bisects the property (Champagne Blvd). Elevations range from a high of 750 feet in the southeast corner to 475 feet along the valley floor (at the northern boundary of the eastern portion of the project). Soils for the area include Visalia sandy loam, Fallbrook sandy loam, Vista rocky coarse sandy loam, Ramona sandy loam, Vista rocky coarse sandy loam, Cieneba-Fallbrook rocky sandy loam, Vista coarse sandy loam, Cieneba coarse sandy loam and Ramona sandy loam. The underlying geology for the area is listed as Jura-Trias metavolcanic rock and Mesozoic granitic rock/granodiorite.

Based on a biology report supplied by PSBS (#F23), primary vegetation types include: Coast Live Oak (random patches located along the slopes below the existing freeway and along the periphery of an existing riparian habitat); Southern Willow Riparian (located primarily along the southern fork of Moosa Creek and in scattered patches within the floor on the floodplain; existing winery and horse farm have destroyed much of the character of this community); Diegan Sage (located primarily within blocks along east-facing slopes between the freeway and Old Highway 395); Disturbed Grassland (evident within the level portions alongside the alluvial floodplain; it is within this area that

extensive plowing and historic disturbance is evident); Scrub Oak Chaparral (located predominately along the northeast facing slopes); Commercial Communities (small vineyard planted near existing winery with assoicated orchard and scattered Eucalyptus trees).

FIGURE 3



1928 AERIAL

RECORD SEARCH INFORMATION

Archaeological record searches were conducted at the San Diego Museum of Man and the South Coastal Information Center. Although a number of sites have been recorded north of Old Castle Road, neither institution had recorded cultural resources recorded for the specific parcel (see attached letters). Those recorded within a one-mile radius of the project are listed as:

SDi-	SDMM-W-	Description
-4542	-459	(at Old Castle Rd)-milling features
-4556	-1178	milling/occupation site
-4806	-1179	Pauma camp/milling station
-4807	-1180	(National Register site)- occupation/milling site
-5067	-1275	(Circle R Resort)- rock enclosure/prehistoric hunting blind
-5068	-1276	milling features/historic foundation
-5069	-1277	milling/occupation site
-5070	-1278	lithic scatter
-5071	-1279	milling features/prehistoric occupation area; associated historic structures
-5072	-1280/-1181	milling features/possible ceremonial fea- tures;rock walls
-5073	-1281	milling features
-5074	-1139	milling features/associated lithic scatter
-8095a/b	-1855	metate fragment, 3 flakes
-8327	-3832	lithic scatter
-9252		bedrock milling feature
-9253	-3880a	4 bedrock milling features
-10747	-3880b	historic house foundation

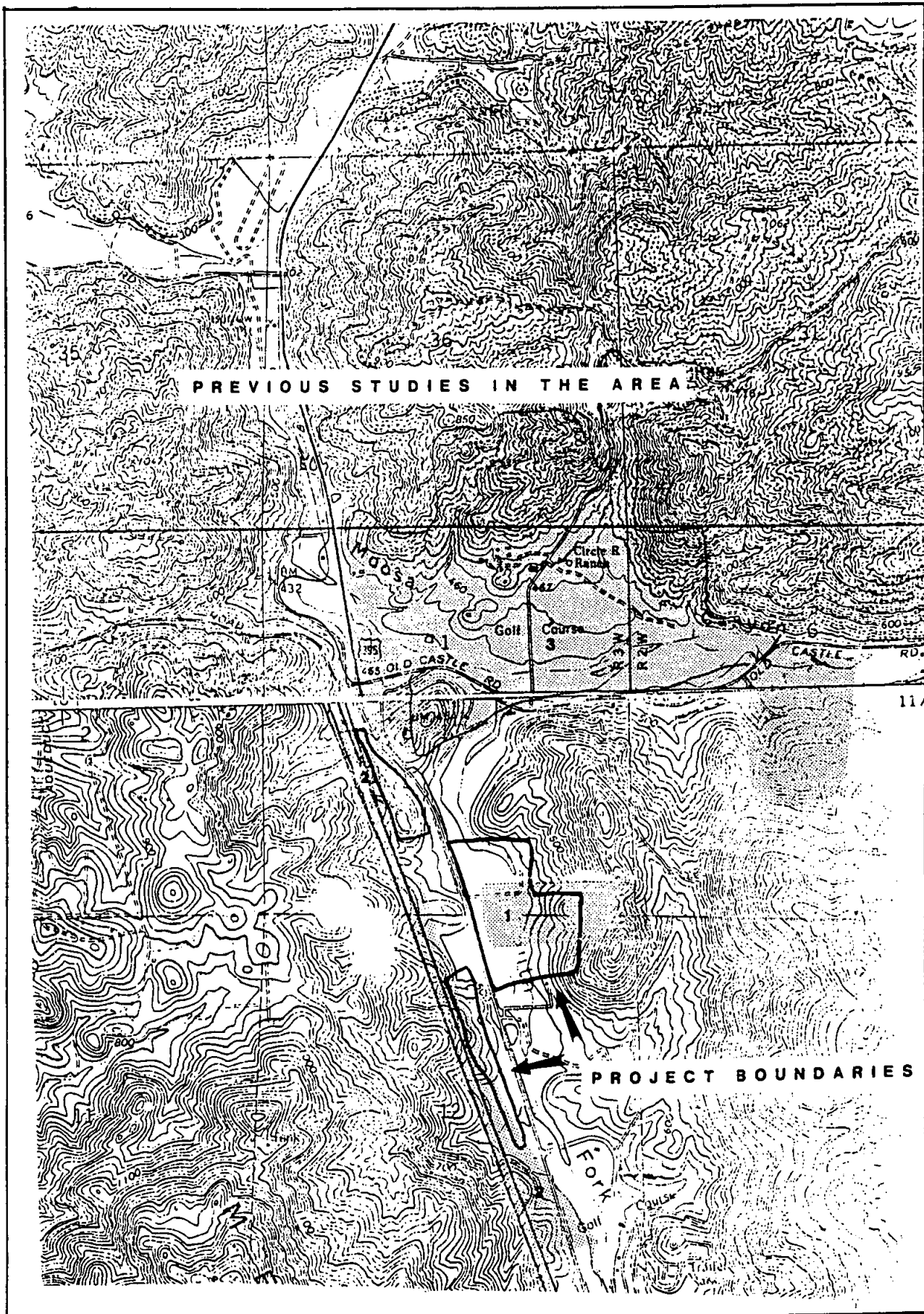
None of these recorded sites will be directly or indirectly impacted by the proposed project.

Reports on file for the general vicinity include

- Cook, R.
1977 Preliminary Report: Archaeological Test Excavations at 4-SDi-4558, -4562, and -456A.
1978 Final Report Archaeological Test Excavations in Moosa Canyon, San Diego.
- Berryman, S.
1988 Archaeological Survey for El Camino de Pinos.
- Cupples, S.
1977 Archaeological Survey Report for a Portion of the Proposed Interstate 15 (Moosa Canyon Vicinity).
- Gallegos, D. and R. Carrico
1985 Archaeological Testing for Site Significance for Site SDi-4806, All Seasons Campground.
- Hatley, J.
1979 Cultural Resources Impact Mitigation Report for Circle R Ranch.
- Kyle, C and D. Gallegos
1987 Cultural Resource Survey of Moosa Canyon Recreation Park.
1987 Cultural Resource Survey of Potential Quarry Localities, Gopher Canyon.
- Lettieri-McIntyre and Associates
n/a Extended Initial Study for Ceader Trail Ranch.
1988 Extended Initial Studies for the Circle R Specific Plan Admendment.
- White, C. and J. Corum
1980 Addendum Phase I Archaeological Survey Report for a Proposed Left-Turn Pocket on Existing Route 15 at Gopher Canyon Road.

As indicated in the attached NADB listing for available literature, the survey conducted by Kyle in 1987 (marked #1, Figure 4) and Cook in 1977 (marked #2, Figure 4) overlaps a portion of the current project. Neither report reported finding any cultural resources within the subject property. The study conducted by Lettieri-McIntyre (Circle "R" Ranch, marked #4, Figure 4) contained cultural resources only in the far northern portion of the study. These sites will not be impacted by development of this specific parcel.

FIGURE 4



FIELD METHODS

An archaeological survey was conducted on December 15 1991 and on January 9, 1992 by TMI Environmental Services, with Roy Pettus, Gary Jensen, and Judy Berryman serving as field technicians. Final field evaluations were under the direction of Judy Berryman.

The entire 80+ acre parcel was examined for evidence of prehistoric or historic cultural activity. Based on the open nature of the parcel, spacing between transects were kept at a maximum of 8-10m apart. A recheck and confirmation of the initial survey results was conducted on January 9th. Feature measurements and additional site photographs were also taken at that time.

SURVEY RESULTS

Two rock features (a rock retaining wall and a stacked wall feature) were located during the survey portion of this study (see locations on Figure 2); both were determined to be historic in nature. A description of each feature follows:

Feature 1: rock retaining wall for a dirt road measuring 86 feet long north/south with a height varying between 28.9 to 34.5 feet (figure 5). This feature does not appear in the 1928 aerial for the property, although the dirt road does. Review of both the aerial and the 1949 USGS failed to locate any structures or farmsteads on the property that would account for the retaining wall along the road bed.

Feature 2: semi-triangular shaped rock wall measuring 60' east/west (maximum diameter) and roughly 53 feet north/south (figure 6). Maximum height measures 2'8" with a wall "thickness" ranging between 2-5". Feature is located just north of a fenceline on a north facing slope of a rocky knoll (just north of the road leading into the Dear Park Market). This feature appears to be associated with a water pumping station with associated piping (marked Valley Center MWD Sewer), cement foundation, fallen shed, pump, and tank. Other than modern trash no culturally diagnostic artifacts were found within the immediate area. Based on the 1928 aerial (evidence of plowed fields), this feature could have been associated with some type of historic water control; however, since no farmsteads could be identified for the immediate area, cultural identification for this feature is extremely difficult. Based on the descriptions given for other rock features recorded in the Moosa Canyon area, Feature 2 would appear to be historic rather than prehistoric in nature.

POTENTIAL IMPACTS

Other than the two rock features, no other evidence of historic use of the property was noted. A review of the 1948 USGS, 1973 County Ortho and the 1928 aerial suggests that this area had been used historically since the late 1920s. The 1928 aerial indicates that much of the area had already been cleared of vegetation and possibly plowed by 1928. This same area currently contains a vineyard, winery, associated market and support facilities. The two rock features noted on the property were measured and photographed. No

FIGURE 5



RE-ENFORCED ROAD BED



PROJECT LOCATION

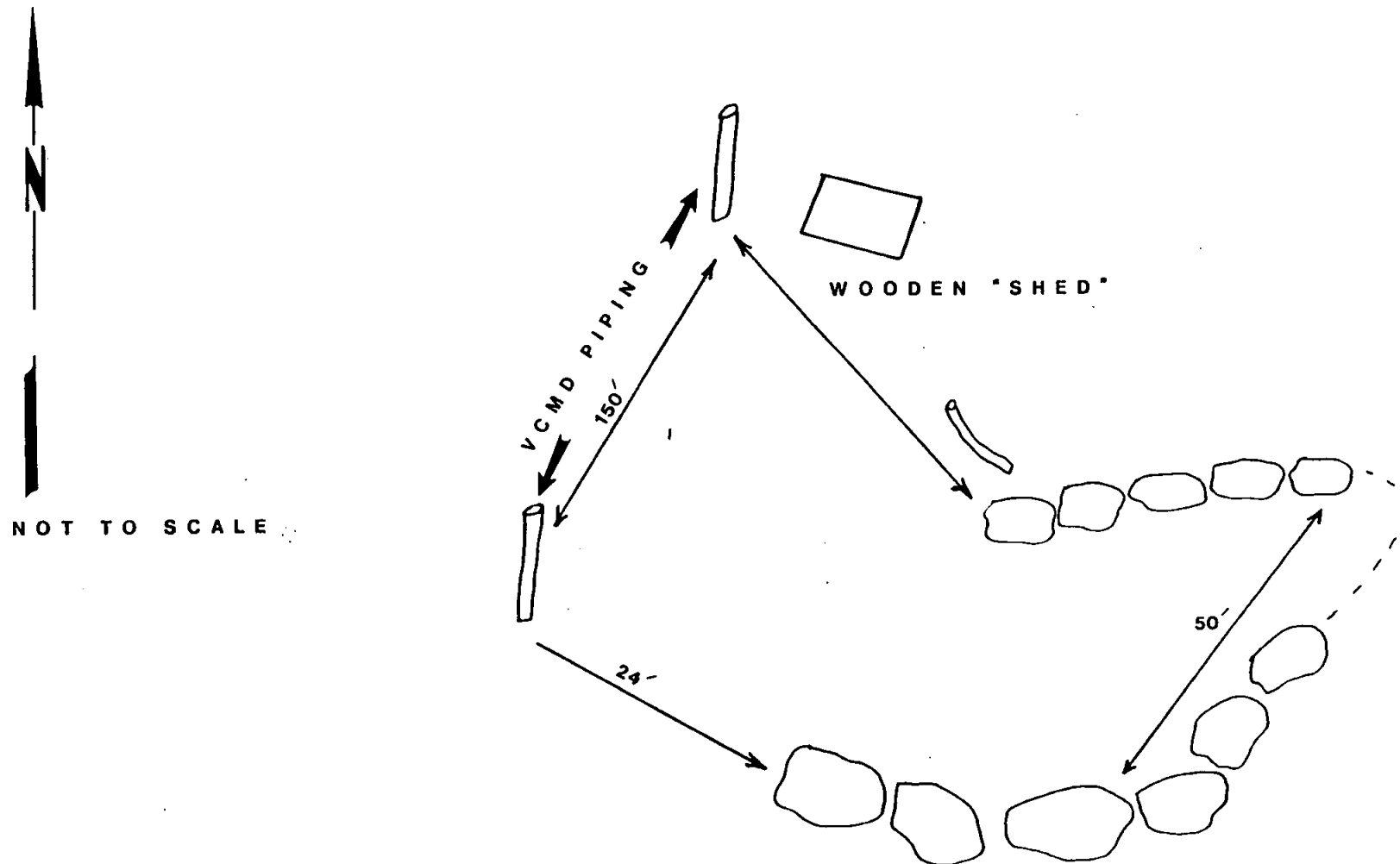
FIGURE 6.



GENERAL OVERVIEW



FIGURE 7



associated artifacts were found at either feature. Based on County criteria and CEQA definitions, neither feature appears to have potential for further research. In the case of Feature 1 (a rock retaining wall for a dirt road)- this type of feature is neither uncommon or unique in either purpose or design. In terms of Feature 2, exact cultural affiliation is impossible because of the lack of diagnostic artifacts. Based on comparisons with other rock features in the County, it was assigned to the historic time frame; other than relative time, exact function or use can not be determined. In the case of Feature 2, some of the integrity has been lost with the associated Valley Center MWD Sewer construction activities. This is consistent with the remaining portions of the property, varying from "undisturbed" to associated support facilities (i.e. the Deer Park Texaco, Knapp's Garage and associated market), and horse corrals/stables. Although, other than reporting its presence and condition, Feature 1 contains no further research potential, Feature 2 could be used for interpretative purposes. Because of the unusual configuration of Feature 2, it is recommended that this area be placed into an open space easement or possibly incorporated into a "park" area. Aside from this recommendation, no testing or recordation is recommended.

MITIGATING MEASURES

Other than the two rock features (which were drawn and photographed), no cultural resources were identified during this study. Based on the lack of associated artifacts and feature depth, the research potential for Features 1 and 2 appear to be limited. Other than placing Feature 2 into an open space easement for interpretative purposes, no additional mitigating measures are recommended.

COUNTY FORM

FORM NO. 1
CULTURAL RESOURCE SURVEY REPORT FORM
COUNTY OF SAN DIEGO

COMPLETED BY: Judy A. Berryman

Judy A. Berryman

DATE OF INITIAL SOPPY REGISTRATION: 1983

GENERAL INFORMATION:

A. NAME and ADDRESS OF APPLICANT:

Champagne Blvd Specific Plan Area
and
TRS Consultants
7867 Convoy Court, Suite 312
San Diego, Ca. 92111

B. NAME OF ORGANIZATION/INDIVIDUAL COMPLETING FORM:

Judy A. Berryman
TMI Environmental Services
2707 Congress St., Suite 2L
San Diego, California 92110
619-295-2763

PROJECT LOCATION

1. The property is located on the N S E W (circle one) side of:

80 acre parcel lies between Old Castle Road and Lawrence Welk Resort Village
along Old Highway 395; parcel divided on both sides by Champagne Blvd

Street address (if any): n/a

2. Complete assessors parcel reference:

3. Attach a current U.S.G.S. quadrangle map showing the boundaries accurately plotted.

(portions of the southern half of Section 1; and portions of the eastern half of
Section 12, Range 3 West, Township 11 South; San Marcos USGS Quad; see
attached map)

PROJECT DESCRIPTION

- Referred to as the Champagne Boulevard Specific Plan (0 DU/AC); objective of the SPA is to accommodate visitor-servicing commercial uses, similar in nature to those found in the Lawrence Welk Country Club Village and the Circle "R" Resort. As outlined in the SPA- no residences would be allowed, all development would be phased with the availability of adequate public services and facilities. Proposed development would be in accordance with current County objectives and the County General Plan/Board of Supervisors Policy I-59.

- Gross: as outlined on the submitted SPA map: +80.0 acres

2. Number of buildings: unknown at this time

- property contains combination of commercial plants (orchard/vineyard), disturbed grassland for horse grazing, natural slopes. Approximately 40-55% of parcel has been impacted by some type of human activity.

- Over 25%

3. Area to be graded if archaeological resources could be impacted: not applicable

CULTURAL RESOURCE SURVEY REPORT FORM

PROJECT DESCRIPTION

- D. Describe all off-site improvements necessary to implement the project, and their points of access or connection to the project site. These improvements include: new streets, street widening, extension of gas, electric, sewer, and water lines, cut and fill slopes, and pedestrian and bicycle paths.

unknown at this time.

E. **Additional Information**

1. **Use:**

Project relationship to adjacent areas: give compass direction in blanks as appropriate:

Private dwellings:

Commercial: vinyard/winery

Mobile Home:

Agriculture:

Indian Reservation:

Industrial:

Vacant: surrounding

Multiple:

2. **Environmental setting:**

Does the project site contain any of the following features?

Rock Outcrops:

limited

Streams:

No (series of small/seasonal drainages noted along the eastern portion of the property)

Oak Groves:

approximately 6.6 acres of total parcel

3. **Briefly describe the biological setting (note Community; Barliour and Major, 1980):**

7 vegetation types identified within a complex patchwork of habitats.

Vegetation types noted include Sycamore/Willow Riparian, Southern Willow Scrub, Diegan Sage Scrub, Grassland, Scrub Oak Chaparral and Commercial Plantings.

CULTURAL RESOURCE SURVEY REPORT FORM

PROJECT DESCRIPTION

- 4 What is the distance from the central portion of the property to the nearest water source: small seasonal drainages along eastern boundary (see attached project map)

Describe water source:

Small/seasonal drainages along the eastern portion of the property.

5. Briefly describe the geologic setting:

Project area situated within the floor and lower slopes of the south fork of Moosa Canyon. Major portion of the parcel is flat except for steep slopes along the eastern boundary (elevations range from 475 feet on the canyon floor to 750 feet in the southeast corner). Underlying geology as mapped (Rogers 1973) are Jura-Trias metavolcanic rock and Mesozoic granitic rock/granodiorite. Soils include Visalia sandy loam, Fallbrook sandy loam, Cieneba-Fallbrook rocky sandy loams and Ramona sandy loams. Limited examples of bedrock outcrops are highly eroded and exfoliated granitics which have little to no potential for prehistoric use. No natural outcrops considered suitable for tool manufacture or other lithic activities were identified on the parcel.

CULTURAL RESOURCE SURVEY REPORT FORM

ARCHAEOLOGICAL SURVEY DESCRIPTION

DATE OF SURVEY: December 15, 1991; January 9, 1992

INSTITUTION/INDIVIDUAL RESPONSIBLE:

TMI Environmental Services
Judy A. Berryman
Person Hours Required for Survey: 12
Number of acres surveyed: +80

Crew members: Roy Pettis, Gary Jensen, Judy Berryman

1. Intensity of survey (describe transect technique or submit survey route maps):

The entire parcel was traversed by use of a series of north/south transects using Champagne Blvd and Old Highway 395 as a division between the two areas of study. Where possible, a maximum spacing of 8-10m apart was maintained; special attention was given to any exposed bedrock outcrops. Ground visibility ranged from excellent, particularly within disturbed areas to limited along the steep eastern boundary.

2. If area surveyed is different from project area explain:

N/A- survey included the entire project site; special attention was given to evaluation of existing structures and bedrock outcrops.

Number of resources found:

Isolates:

Prehistoric sites:

Historic sites:

Other resources: 2 (see attached photographs and discussion)

CULTURAL RESOURCE SURVEY REPORT FORM

Survey Description Cont.

Background research (Previous studies within one mile):

None recorded within 1 mile radius (see Attached Discussion/Record Search Letters)

List repositories from which record search checks and or historical documents were obtained and attach copies of the results:

San Diego Museum of Man

South Coastal Regional Information Center

List conditions that may have affected the accuracy of the survey results.

None- moderate vegetation cover allowed good viewing of property; although a number of sites have been recorded for the Moosa Canyon area (see attached record search), the general lack of suitable bedrock outcrops, a constant source of water, and the lack of other lithic resources would have produced limited areas desirable for prehistoric campsites or encampments.

CULTURAL RESOURCE SURVEY REPORT FORM

RESOURCE FORM- FEATURE 1

1. Location

located in the eastern section of the property at the 541 elevation (see figure 2)

- 2. Size:** rock retaining wall for existing dirt road; 86 feet long north/south with a varying height between 28.9 to 34.5 feet. No depth associated with feature.

- 3. State basis for determination:** feature measured, visual inspection

- 4. List cultural materials observed (estimate number if possible):**
n/a

5. Evaluation

Surface Only	
Midden	
Feature	x
Structure	

- 6. Briefly describe the site:**

Feature associated with existing dirt road that runs along eastern portion of the parcel. Cobble feature with no associated artifacts, because of its position, unlikely that it served as a dam or water control feature.

- 7. Describe any features noted:**

Rock retaining wall measuring 86 feet long north/south

- 8. Indicate slope classification where site is located:**

0-15%	
16-25%	x
Over 25%	

- 9. What is distance from site to the nearest water source:**

n/a- feature set up against bank as support for dirt road.

- 10. Describe previous disturbance:**

none noted

- 11. Describe any previous investigations:**

none

Impacts and Mitigation

12. Direct Impacts:

At this stage in the project it is not possible to determine if this feature will be impacted by future development. Aside from measuring and photographing this area, this feature has no further research potential.

13. Indirect Impacts:

None known at this time.

14. Mitigation Recommendations:

Check:

- Preservation
- Surface map
- Initial subsurface test (nature /extent)
- Excavation program
- Historic documentation
- Other special studies

15. Detail the above check list. Indicate relationship of recommended activity to the research potential and required information discussed above.

No mitigating actions are recommended.

CULTURAL RESOURCE SURVEY REPORT FORM

RESOURCE FORM- FEATURE 2

1. **Location**
located in the central portion of the property; UTM measurements 486510/3677800 (see figure 2). Feature located just north of a fenceline on a north facing slope of a rocky knoll (north of the road leading into the Deer Park Market.
2. **Size:** rock feature, semi-triangular in shape measuring 60' east/west (maximum diameter), roughly 53 feet north/south, maximum height 2'8", wall "thickness" between 2-5". Function unknown; based on configuration/size- assigned to historic period. No depth associated with this feature.
3. **State basis for determination:** feature measured, visual inspection
4. **List cultural materials observed (estimate number if possible):**
n/a
5. **Evaluation**

Surface Only	
Midden	
Feature	x
Structure	
6. **Briefly describe the site:**

Feature situated up against oak woodlands, extends slightly into meadow; stacked rock feature- function unknown. Cobbles are stacked, no cement/re-enforcing noted in construction. Associated with the site is a collapsed wooden shed, pumping equipment, modern trash, piping associated with the Valley Center Water/Sewer District.
7. **Describe any features noted:**

Rock wall measuring 60 feet long east/west (see attached photos, map)
8. **Indicate slope classification where site is located:**

0-15%	x
16-25%	
Over 25%	
9. **What is distance from site to the nearest water source:**

set within a small drainage

10. Describe previous disturbance:

Construction activity by the Valley Center MWD Sewer District; modern trash/construction material scattered throughout this area

11. Describe any previous investigations:

none

Impacts and Mitigation

12. Direct Impacts:

At this stage in the project it is not possible to determine if this feature will be impacted by future development. Area could be put into open space easement if determined to be significant. Aside from measuring and photographing this area, this feature has little research potential.

13. Indirect Impacts:

None known at this time.

14. Mitigation Recommendations:

Check:

- Preservation
- Surface map
- Initial subsurface test (nature /extent)
- Excavation program
- Historic documentation
- Other special studies

15. Detail the above check list. Indicate relationship of recommended activity to the research potential and required information discussed above.

No mitigating actions are recommended; feature drawn/photographed, recorded at local institution; open space easement is alternative to avoid direct or indirect impacts due to current development.

RECORD SEARCH INFORMATION

(Not for Public Disclosure)



SOUTH COASTAL INFORMATION CENTER
SOCIAL SCIENCE RESEARCH LABORATORY
COLLEGE OF ARTS AND LETTERS
SAN DIEGO STATE UNIVERSITY
SAN DIEGO CA 92182-0436

(619) 594-5682

ARCHAEOLOGICAL SITE FILES RECORD SEARCH PROJECT

Source of Request: TMI
Date of Request: 12-15-91
Date Request Received: 1-6-92
Project Identification: LAWERENCE WELK

() The San Diego State University files show NO recorded sites within the projected area nor within one mile of the project boundaries.

(X) The San Diego State University files show recorded site locations within the projected area and/or within one mile of the project.

Record check by: JAN CULBERT Date: 1-9-92

The San Diego State University files show that the following archaeological reports have been published on projects within one mile of your proposed project.

SEE ATTACHED LISTING

Archive check by: JAN CULBERT Date: 1-9-92

San Diego Museum of Man

REPORT ON ARCHAEOLOGICAL SITE FILES RECORD SEARCH

Source of Request: TMI Environmental Services - Judy Serryman
Name of Project: Lawrence Weik
Date of Request: 15 December 1991
Date Request Received: 23 December 1991

The Record Search for the above referenced project has been completed. Archaeological site file information is enclosed for the following sites located within or in the vicinity of the project area:

W-1189	W-1178 [thru]	W-1181	W-1237	W-1271 [thru]
W-1281	W-1855	W-2522	W-3832	W-1880

Bibliographic information is enclosed for the following reports on archaeological environmental impact studies conducted within or in the vicinity of the project area:

EIS-40	EIS-127	EIS-357	EIS-417	EIS-547
EIS-617	EIS-688	EIS-727	EIS-753	

This Record Search is based only on information contained in the files of the San Diego Museum of Man. Archaeological site records and/or environmental impact studies pertaining to the project area may exist in other repositories.

Record Search prepared by:

Grace Johnson
Grace Johnson

Date of Record Search:

24 December 1991

=====

ALL-INFORMATION LISTING	NADB/Report
Ptd 01/15/92 CALIFORNIA SOUTH COASTAL INFORMATION CENTER	Pg 002

=====

Document No.: 1120381 Unpublished Report
Berryman, Stanley R.

1988 UNTITLED. TMI ENVIRONMENTAL SERVICES. SUBMITTED TO
BRUCE AND ANTOINETTE CAIN. UNPUBLISHED REPORT ON FILE AT SCIC,
SAN DIEGO STATE UNIVERSITY, SAN DIEGO, CA 92182.

Last Update: 07/18/90 Cataloged by: WRO-CA-06 on 07/18/90
Fed.Agcy: PRIVATE (PRI)
On File : SCIC, SAN DIEGO STATE UNIVERSITY, SAN DIEGO, CA 92
SHPO-ID: BERRYMAN57 Source: Report

Location: SAN DIEGO (CA)

Worktype: ARCHEOLOGICAL IDENTIFICATION STUDY

Keywords: BERRYMAN 57 (7), 4 ACRES (4), BONSALL 7.5' QUAD (4), NO
RESOURCES (0), SOUTHERN PENINSULAR RANGES (4), COASTAL AREAS (4)

Document No.: 1120422 Unpublished Report
Carrico, Richard

1982 Archaeological Survey of Indian Hill Lot Split W-459.
WESTEC Services, Inc. Submitted to Mr. & Mrs. Larry L. Smith.
Unpublished report on file at SCIC, SAN DIEGO STATE
UNIVERSITY, SAN DIEGO, CA 92182.

Last Update: 07/20/90 Cataloged by: WRO-CA-06 on 07/20/90
Fed.Agcy: PRIVATE (PRI)
On File : SCIC, SAN DIEGO STATE UNIVERSITY, SAN DIEGO, CA 92
SHPO-ID: Carrico133 Source: Report

Location: SAN DIEGO (CA)

Worktype: ARCHEOLOGICAL EVALUATION STUDY

Keywords: 14 ACRES (4), CARRICO 133 (7), SAN MARCOS 7.5'1968 QUAD
(4), BONSALL 7.5'1968 QUAD (4), SOUTHERN PENINSULAR RANGES (4),
CISMONTANE REGION (4), INDIAN HILL LOT SPLIT (6), SDM-W-459 (8),
PICTOGRAPH (0), SECTION 1, GROUNDSTONES (3), HAMMERSTONES (3),
FLAKED LITHICS (3), TIZON BROWN WARE (3), PIPE FRAGMENTS (3),
COLORADO BUFF WARE (3), SHELL (3), CHIONE (3), DONAX (3), PECTEN
(3), TURBAN (3), FAUNAL MATERIAL (3), BEDROCK MILLING FEATURES
(0), METAVOLCANICS (3), LUISENO (2), SHOSHONEAN (2), VILLAGE
SITE (0), OLIVELLA SHELL BEAD (3), MIDDEN (0)

Township: 27-0100S-0030W

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ALL-INFORMATION LISTING	NADB/Report
Ptd 01/15/92 CALIFORNIA SOUTH COASTAL INFORMATION CENTER	Pg 001

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Document No.: 1120233

Unpublished Report

Carrico, Richard

N.D. Archaeological Survey of the Teleklew Productions
Property (southern section). Richard Carrico. Submitted to
WESTEC Services, Inc. Unpublished report on file at SCIC, SAN
DIEGO STATE UNIVERSITY, SAN DIEGO, CA 92182.

Last Update: 07/10/90

Cataloged by: WRO-CA-06 on 07/10/90

Fed.Agency: PRIVATE (PRI)

On File : SCIC, SAN DIEGO STATE UNIVERSITY, SAN DIEGO, CA 92

SHPO-ID: Carrico 43 Source: Report

Location: SAN DIEGO (CA)

Worktype: ARCHEOLOGICAL IDENTIFICATION STUDY

Keywords: CARRICO 43 (7), SAN MARCOS 7.5' QUAD (4), CISMONTANE
REGION (4), SOUTHERN PENINSULAR REGION (4), BEDROCK MILLING
FEARURES (0), FOOD PROCESSING AREA (0), 40 ACRES (4),
PREHISTORIC (0)

Township: 27-0110S-0020W

Document No.: 1120327

Unpublished Report

Carrico, Richard

1978 Archaeological Survey of Indian Hill Lot Split W-459.
Westec Services, Inc. Submitted to Mrs. Gertrude S. Owens.
Unpublished report on file at SCIC, SAN DIEGO STATE
UNIVERSITY, SAN DIEGO, CA 92182.

Last Update: 07/17/90

Cataloged by: WRO-CA-06 on 07/17/90

Fed.Agency: PRIVATE (PRI)

On File : SCIC, SAN DIEGO STATE UNIVERSITY, SAN DIEGO, CA 92

SHPO-ID: CARRICO89 Source: Report

Location: SAN DIEGO (CA)

Worktype: ARCHEOLOGICAL IDENTIFICATION STUDY

Keywords: 14 ACRES (4), CARRICO 89 (7), SAN MARCOS 7.5' QUAD (4),
BONSALL 7.5' QUAD (4), SOUTHERN PENINSULAR RANGES (4),
CISMONTANE REGIONS (4), COASTAL AREAS (4), SECTION 1 (4),
SDM-W-459 (8), GRINDING/MILLING COMPLEX (0), LITHIC SCATTER (0),
MIDDEN (0), BEDROCK MILLING FEATURES (0), INCISED POTTERY SHERDS
(3), SHELL (3), NO SDI'S LISTED FOR THIS PROJECT (8),
PICTOGRAPHS (3), OLIVELLA SHELL BEADS (3), FLAKED LITHICS (3),
VILLAGE SITE (0), LUISENO (2), QUARTZ (3), TIZON BROWNWARE (3),
COLORADO BUFF WARE (3), P[OTTERY (3), SHOSHONEAN (2), LATE
MILLING HORIZON (2)

Township: 27-0100S-0030W

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ALL-INFORMATION LISTING	NADB/Report
Ptd 01/08/92 CALIFORNIA SOUTH COASTAL INFORMATION CENTER	Pg 002

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Document No.: 1120554 Unpublished Report
Cupples, Sue Ann

1977 Archaeological Survey Report for a Portion of Proposed
Interstate 15 (11-SD-15 P> R 40.4/42.9 Moosa Canyon Vincinity)
11203-095061. Sue Ann Cupples. Submitted to Gene
Calman/Archaeological Preservation Coordinator. Contract No.
11203-095061. Unpublished report on file at SCIC, SAN DIEGO
STATE UNIVERSITY, SAN DIEGO, CA 92182.

Last Update: 08/07/90 Cataloged by: WRO-CA-06 on 07/30/90
Fed.Agency: STATE, COUNTY, AND LOCAL GOVERNMENT (STA)
On File : SCIC, SAN DIEGO STATE UNIVERSITY, SAN DIEGO, CA 92
SHPO-ID: Cupples 34 Source: Report

Location: SAN DIEGO (CA)

Worktype: ARCHEOLOGICAL IDENTIFICATION STUDY

Keywords: CUPPLES 34 (7), 1.4 MILES (4), BONSAI 7.5' QUAD (4),
COASTAL AREAS (4), SOUTHERN PENINSULAR RANGES (4), BEDROCK
MILLING FEATURE (0), MIDDEN (0), PROJECTILE POINT (3), BLADE
(3), POTTERY (3), FLAKED LITHICS (3), GRAINSTONE FRAGMENT (3),
CA-SDI-04556 (8), CA-SDI-04807 (8), QUARTZ (3), SHELL (3),
FAUNEL MATERIAL (3), CA-SDI-04808 (8), CA-SDI-04809 (8), LUISENO
(2), SHOSHONEAN (2), 04556 BONSAI 7.5' 1948 QUAD (8), 04556
BRM/MILLING SLICK (8), 04556 CERAMIC SCATTER (8), 04556
DOT-11-15-1 (8), 04556 ELEVATION 300 FT (8), 04556 GROUND STONE
(8), 04556 HABITATION DEBRIS (8), 04556 LITHIC SCATTER (8),
04556 NATIVE AMERICAN (8), 04556 NO IMPACT (8), 04556
PREHISTORIC (8), 04556 SURFACE SURVEY (8), 04556 T10S R3W (8),
04809 BRM/MILLING SLICK (8), 04809 CONDITION UNKNOWN (8), 04809
ELEVATION 320 FT (8), 04809 ETHNIC UNKNOWN (8), 04809
PREHISTORIC (8), 04809 SURFACE SURVEY (8), 04809 T10S R3W (8)

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ALL-INFORMATION LISTING	NADB/Report
Ptd 01/08/92 CALIFORNIA SOUTH COASTAL INFORMATION CENTER	Pg 004

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Document No.: 1121035 Unpublished Report

Gallegos, Dennis R. and Richard Carrico

1985 Archaeological Testing for Site Significance for Site
SDi-4806 All Seasons Campground, Escondido, California.

WESTEC Services, Inc. Submitted to Martin Zuanich All Seasons
Campground. Unpublished report on file at SCIC, SAN DIEGO
STATE UNIVERSITY, SAN DIEGO, CA 92182.

Last Update: 11/13/90

Cataloged by: WRO-CA-06 on 10/08/90

Fed.Agcy: PRIVATE (PRI)

On File : SCIC, SAN DIEGO STATE UNIVERSITY, SAN DIEGO, CA 92
SHPO-ID: Gallegos13 Source: Report

Location: SAN DIEGO (CA)

Worktype: ARCHEOLOGICAL DATA RECOVERY

Keywords: GALLEGOS 13 (7), BONSALE 7.5' QUAD (4), SOUTHERN
PENINSULAR RANGES (4), COASTAL AREAS (4), PREHISTORIC (0),
PREHISTORIC HABITATION SITE (0), FOOD PROCESSING PROCUREMENT
SITE (0), BEDROCK MILLING FEATURES (0), FLAKED LITHICS (3),
PROJECTILE POINTS (3), FAUNAL MATERIAL (3), GROUND STONE (3),
OBSIDIAN (3), CA-SDI-04806 (8), 04806 BRM/MILLING SLICK (8),
04806 CERAMIC SCATTER (8), 04806 CONDITION UNKNOWN (8), 04806
ELEVATION 400 FT (8), 04806 ETHNIC UNKNOWN (8), 04806 HABITATION
DEBRIS (8), 04806 LITHIC SCATTER (8), 04806 PREHISTORIC OTHER
(8), 04806 PREHISTORIC (8), 04806 SURFACE SURVEY (8), 04806 T10S
R3W (8), 04806 TEMECULA 7.5' 1968 QUAD (8)

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Document No.: 1121912

Unpublished Report

Hatley, M. Jay

1979 Cultural Resources Impact Mitigation Report for Circle R.
Ranch. RECON. Submitted to Circle R. Association.

Unpublished report on file at SCIC, SAN DIEGO STATE
UNIVERSITY, SAN DIEGO, CA 92182.

Last Update: 02/08/91

Cataloged by: WRO-CA-06 on 01/22/91

Fed.Agcy: PRIVATE (PRI)

On File : SCIC, SAN DIEGO STATE UNIVERSITY, SAN DIEGO, CA 92

SHPO-ID: Hatley 10 Source: Report

Location: SAN DIEGO (CA)

Worktype: ARCHEOLOGICAL IDENTIFICATION STUDY

Keywords: HATLEY 10 (7), SAN MARCOS 7.5' QUAD (4), BONSALE 7.5'
QUAD (4), VALLEY CENTER 7.5' QUAD (4), SOUTHERN PENINSULAR
RANGES (4), CISMONTANE REGION (4), COASTAL AREAS (4),
PREHISTORIC (0), ROCK ENCLOSURE (0), BEDROCK MILLING FEATURES
(0), HISTORIC (0), BUILDING FOUNDATION (0), CULTURAL CHRONOLOGY
(1), ARCHAIC (2), KUMEYAAY (2), EURO-AMERICAN (2), FLAKED
LITHICS (3), PROJECTILE POINTS (3), FAUNAL MATERIAL (3), GROUND
STONE (3), SHELL (3), PREHISTORIC POTTERY (3), BUILDING
MATERIALS (3), HISTORIC CERAMIC (3), SDM-W-1275 (8), SDM-W-1276
(8), SDM-W-1277 (8), SDM-W-1278 (8), SDM-W-1279 (8), SDM-W-1280
(8), SDM-W-1281 (8), SDM-W-459 (8), LUISENO (2)

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ALL-INFORMATION LISTING	NADB/Report
Ptd 01/08/92 CALIFORNIA SOUTH COASTAL INFORMATION CENTER	Pg 003

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Document No.: 1120857 Unpublished Report

Kyle, Carolyn and Dennis Gallegos

1987 Cultural Resource Survey of Moosa Canyon Recreation Park,
San Diego County, California. WESTEC Services, Inc.

Submitted to Otay Lakes Lodge. Unpublished report on file at
SCIC, SAN DIEGO STATE UNIVERSITY, SAN DIEGO, CA 92182.

Last Update: 10/03/90

Cataloged by: WRO-CA-06 on 09/28/90

Fed.Agcy: PRIVATE (PRI)

On File : SCIC, SAN DIEGO STATE UNIVERSITY, SAN DIEGO, CA 92

SHPO-ID: Kyle 8 Source: Report

Location: SAN DIEGO (CA)

Worktype: ARCHEOLOGICAL IDENTIFICATION STUDY

Keywords: KYLE 8 (7), SAN MARCOS 7.5' QUAD (4), 36 ACRES (4),
SOUTHERN PENINSULAR RANGES (4), CISMONTANE REGION (4), NO
RESOURCES (0)

Document No.: 1120919

Unpublished Report

Kyle, Carolyn and Dennis Gallegos

1987 Cultural Resource Survey of Potential Quarry Localities,
Gopher Canyon, Oceanside, California. WESTEC Services, Inc.

Submitted to City of Oceanside. Unpublished report on file at
SCIC, SAN DIEGO STATE UNIVERSITY, SAN DIEGO, CA 92182.

Last Update: 02/07/91

Cataloged by: WRO-CA-06 on 10/02/90

Fed.Agcy: STATE, COUNTY, AND LOCAL GOVERNMENT (STA)

On File : SCIC, SAN DIEGO STATE UNIVERSITY, SAN DIEGO, CA 92

SHPO-ID: Kyle 2 Source: Report

Location: [OCEANSIDE] SAN DIEGO (CA)

Worktype: ARCHEOLOGICAL IDENTIFICATION STUDY

Keywords: KYLE 2 (7), SAN MARCOS 7.5' QUAD (4), SOUTHERN
PENINSULAR RANGES (4), CISMONTANE REGION (4), NO RESOURCES (0)

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ALL-INFORMATION LISTING	NADB/Report
Ptd 01/08/92 CALIFORNIA SOUTH COASTAL INFORMATION CENTER	Pg 001

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Document No.: 1121613 Unpublished Report

White, Christopher W. and Joyce M. Corum

1980 Addendum Phase I Archaeological Survey Report for a
Proposed Left-Turn Pocket on Existing Route 15 at Gopher
Canyon Road (11-SD-15 P.M. R40.4/R42.9) 11502-095063.

Caltrans. Submitted to Caltrans. Unpublished report on file
at SCIC, SAN DIEGO STATE UNIVERSITY, SAN DIEGO, CA 92182.

Last Update: 01/08/91 Cataloged by: WRO-CA-06 on 01/08/91

Fed.Agency: STATE, COUNTY, AND LOCAL GOVERNMENT (STA)

On File : SCIC, SAN DIEGO STATE UNIVERSITY, SAN DIEGO, CA 92
SHPO-ID: White 6 Source: Report

Location: SAN DIEGO (CA)

Worktype: ARCHEOLOGICAL DATA RECOVERY

Keywords: WHITE 6 (7), SAN MARCOS 7.5' QUAD (4), BONSALL 7.5' QUAD
(4), SOUTHERN PENINSULAR RANGES (4), CISMONTANE REGION (4),
COASTAL AREAS (4), PREHISTORIC (0), FOOD PROCESSING/PROCUREMENT
SITE (0), BEDROCK MILLING FEATURES (0), CUPULE (0), FLAKED
LITHICS (3), GROUND STONE (3), CA-SDI-05072 LOCUS B (8),
CA-SDI-04808 (8)

===== A

Author(s) Cook, Roger A.
Year 19 78 Title Final Report Archaeological Test
Excavations in Moosa Canyon San Diego County,
California (11SD-15 P.M. R40.4/R42.9)
Acres not given USGS Quad Bonsall

Results (P) N Company Caltrans
Pages 150+ # 1 Comments Doc # 1171472

Author(s) Cook, Roger A.
Year 19 77 Title Preliminary Report: Archaeologica
Test Excavations at 4-SDi-4558, 4562, and 4562A
(11-SD-15 Post Mile 36.0/37.6)
Acres not given USGS Quad Valley Center, San Marcos

Results (P) N Company Caltrans
Pages 74 # 3 Comments # 1120651

Author(s) Kyle, Carolyn and Dennis Gallegos
Year 1987 Title Cultural Resource Survey
of Moosa Canyon Recreational Park, San Diego
County, California
Acres 36 USGS Quad ~~San Marcos~~ 7.5'

Results P (N) Company WESTEC Services Inc
Pages 6 # 8 Comments

Author(s) WHITE, Robert
Year 19 91 Title An Archaeological Assesment of
a 15acre Parcel Located Immediately North of
the Intersection of Sycamore Avenue and Green
Oak Road in Vista, San Diego County
Acres 15 USGS Quad San Marcos

Results P (N) Company Archaeological Assoc. Ltd
Pages 6 # 6 Comments

Author(s): Engineering Sciences

Year: 1981 Title: Oceanside Reservoir Environmental
Impact Report

Acres: 98 USGS Quad: San Marcos (1968) 7.5'

Results: P Company: Engineering Sciences

Pages: 100+ #: EIR 1 Comments:

Author(s) LETTIERI-McINTYRE & ASSOC.

Year 19__ Title Extended Initial
study for Cedar Trails
Ranch.

Acres 46.96 USGS Quad San Marcos/Bonsall/
Pala/Valley center

Results P (N) Company Lettieri-McIntyre & Ass.

Pages 100+ # EIR-1 Comments EIR

Author(s) Mooney, Brian F. & Assoc.

Year 19 88 Title Extended Initial Studies
for the Circle R. Specific Plan Amendment

Acres 356 USGS Quad San Marcos & Bonsall

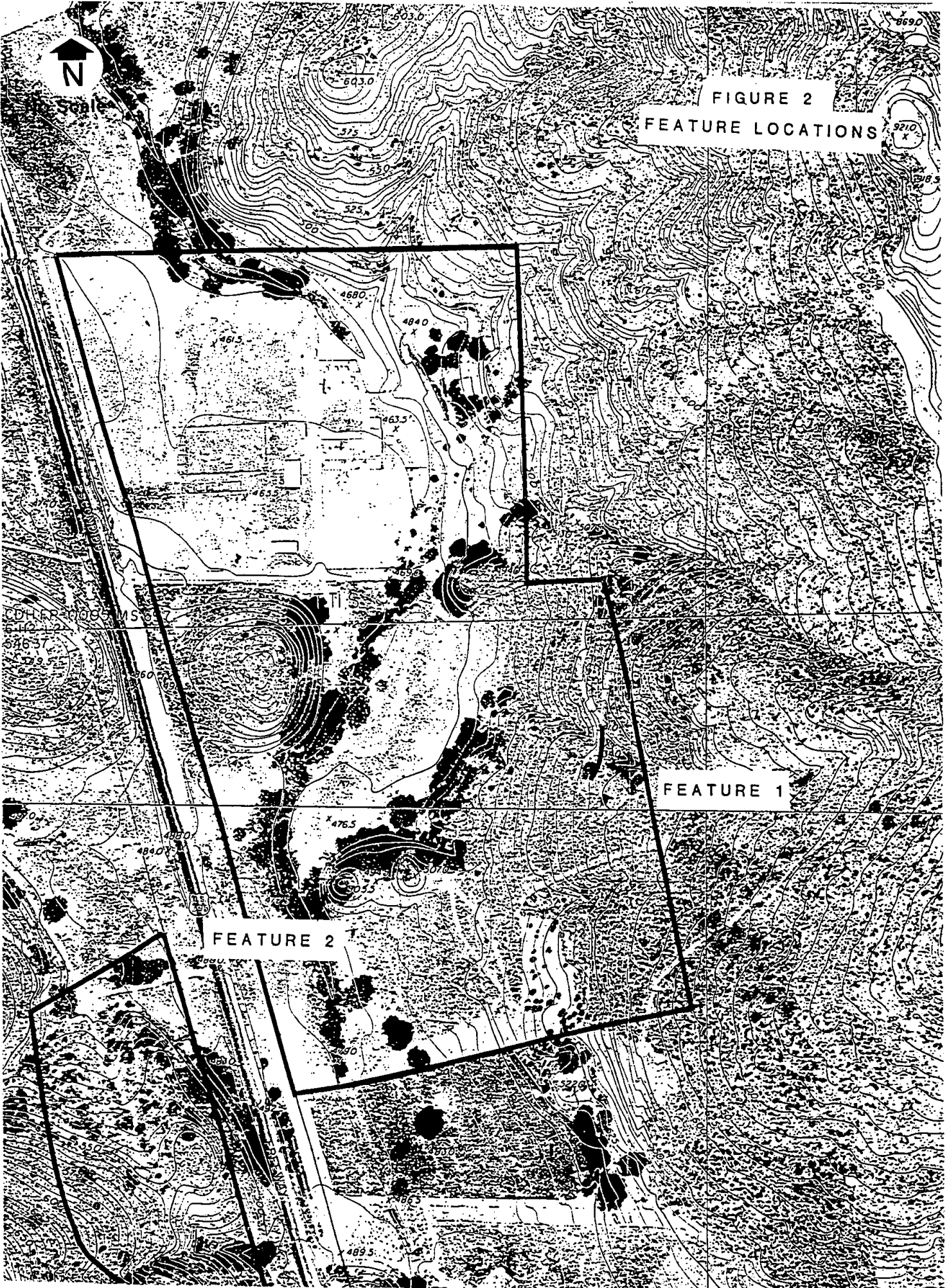
Results (N) Company Brian F. Mooney

Pages 73 # EIR 17 Comments W 1277
SD 1, 5068, 5069, 5074



Scale

FIGURE 2
FEATURE LOCATIONS



APPENDIX H
SUBAREA 1 VISUAL STUDY



TRS Consultants

Land Planning • Environmental Documentation • Processing

To: LeAnn Carmichael
DPLU

From: Mark Thompson

Re: Champagne Gardens
Revised Visual Study for Sub-Area 1

Date: 12-02-96

LeAnn,

The revised visual study is enclosed. The following modifications have been made:

View 1

In this view from I-15 southbound, a sign and overhand canopy for the gas station have been added. The sign is designed to have a profile just higher than the roof of the motel.

View 2

This view, also from I-15 southbound, shows the sign and its relationship to the motel. The gas station remains out of sight.

Views 3 and 4

No changes were made to these views. In a conversation with Katherine Cresto, it was decided the distance was too great to distinguish the detail of the sign and canopy.

I have also enclosed the narrative from the 11-21-96 memo, which discusses the views.

For questions or comments, don't hesitate to call.



TRS Consultants

Land Planning • Environmental Documentation • Processing

To: LeAnn Carmichael
DPLU

From: Mark Thompson

Re: Champagne

Date: 11-21-96

LeAnn,

The visual study for Sub-area 1 is attached. We took photos from I-5 southbound just north of the project and from the Castle Creek area.

I-15 Southbound Views

The visual impact from a distance of approximately 1 mile is portrayed in Photo View 1. Because drivers are climbing a hill as they approach the site, this is the earliest point on I-15 southbound from which the site is visible. The shapes shown portray the buildings without landscaping and appropriate exterior finishes.

View 2 shows the site as the driver is adjacent to the proposed building locations. As noted, the mini-mart is not visible, while the motel is partially visible.

Castle Creek Views

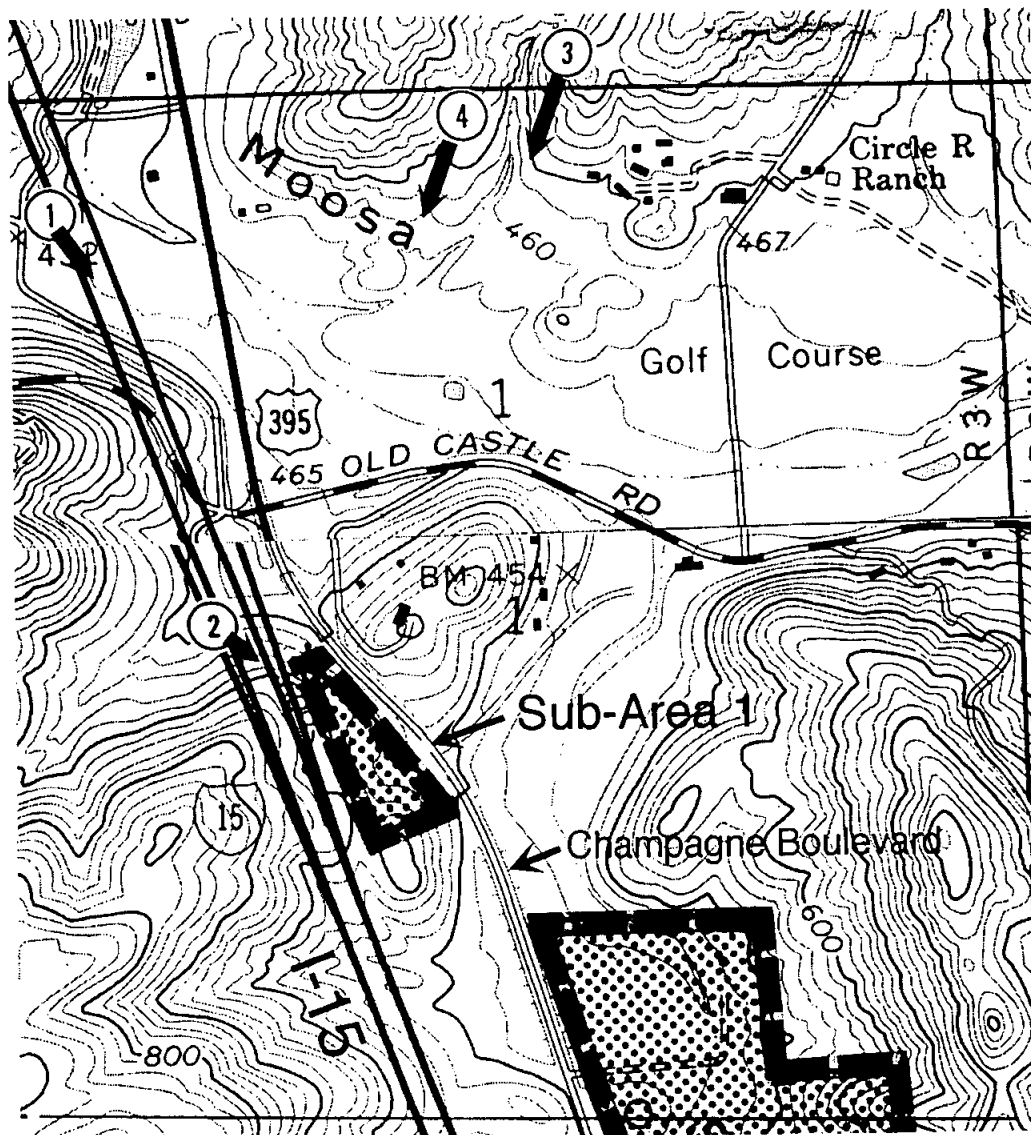
There are a few homes on the hill behind Castle Creek. From this hillside, the structures would be visible in the distance, as indicated in Photo View 3. The motel would be partially screened by an intervening hillside. With the use of natural materials and landscaping, the site would be fairly obscure from this distance.

From the second tier of condominiums, we found the site would be visible in the distance, as indicated by the white areas on Photo View 4. Again, with the use of natural materials and landscaping, the site would be fairly obscure.

For questions or comments, don't hesitate to call.



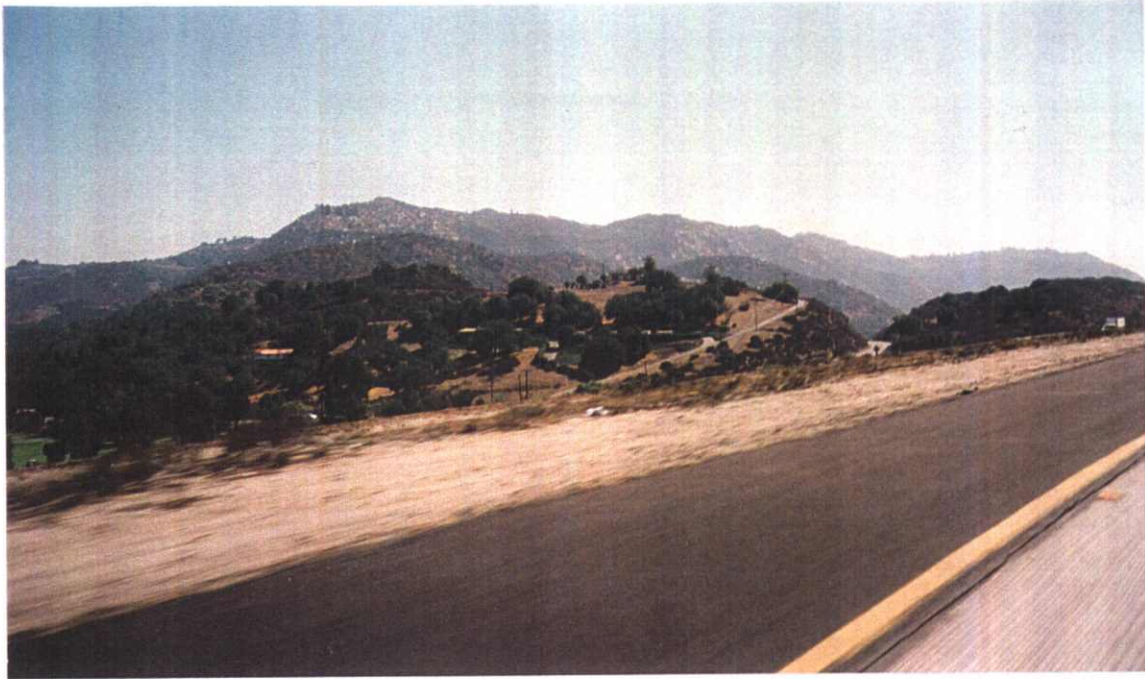
1"=1000'



View Number and Direction of Photo

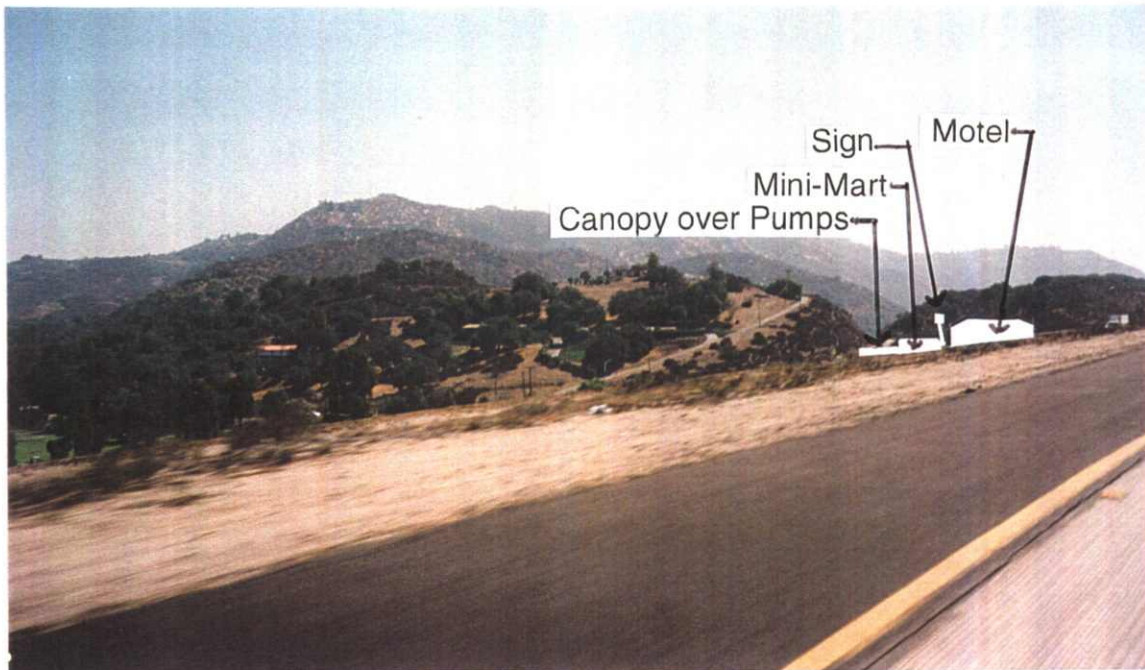


Photo Index

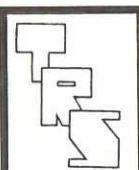


Far View of Sub-Area 1 from
Southbound I-15

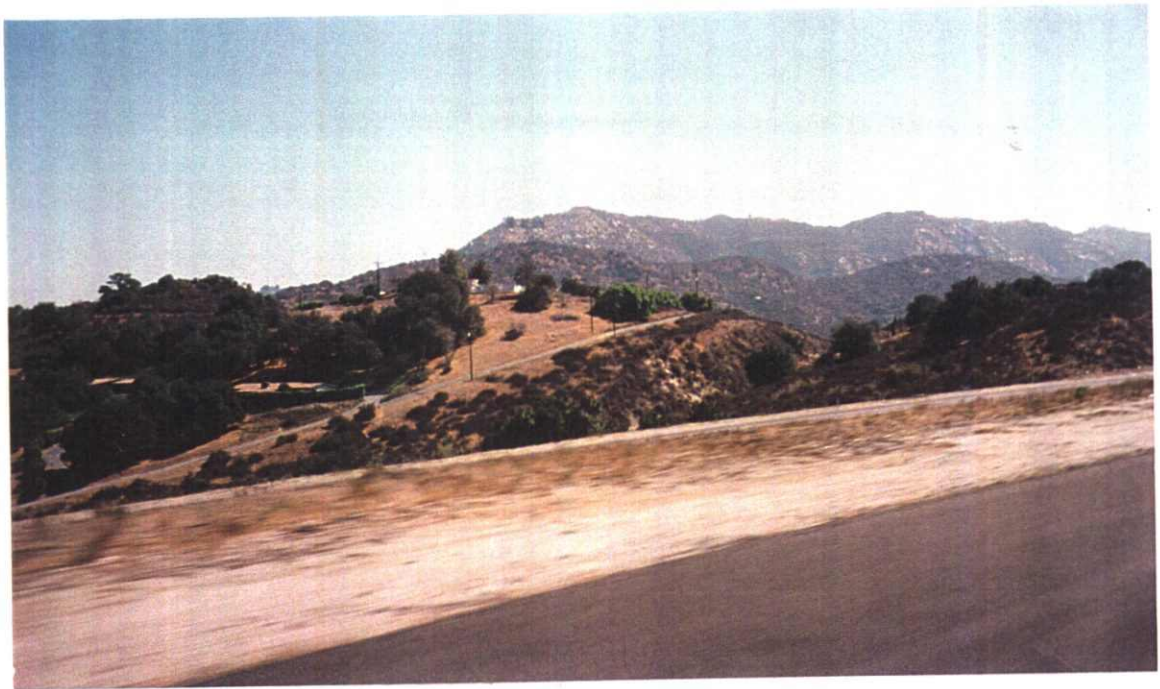
VIEW 1



Same view with site improvements

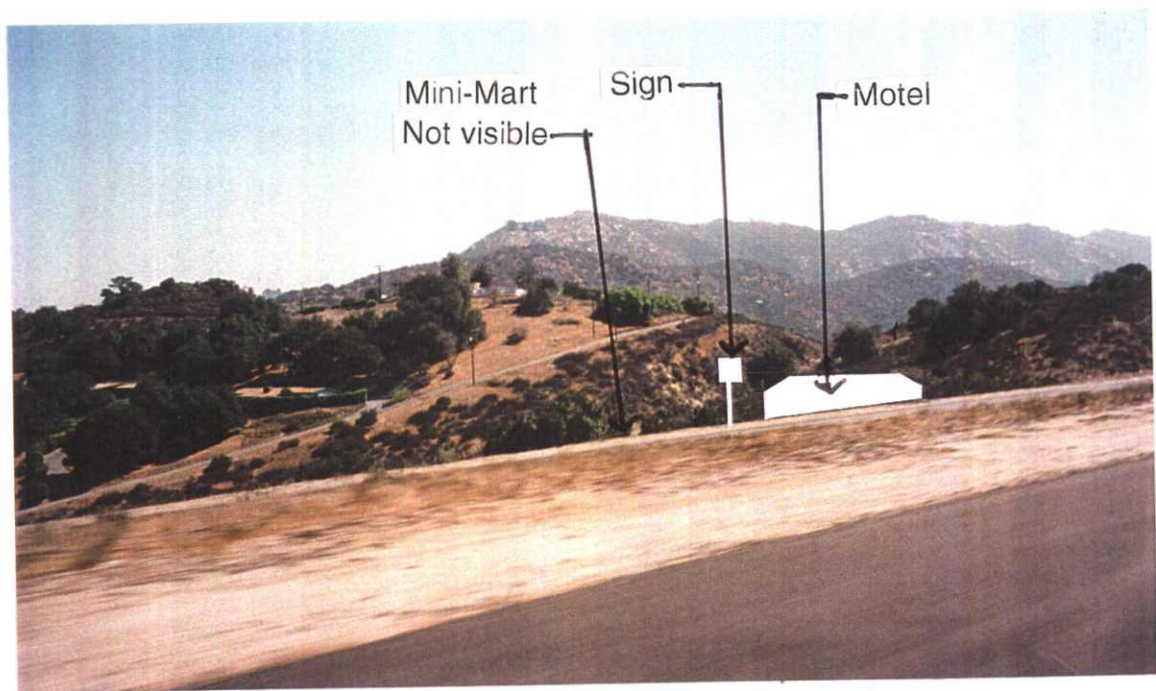


View 1

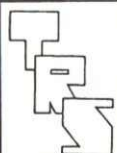


Near view of Sub-Area 1 from
Southbound I-15

VIEW 2



Same view with site improvements

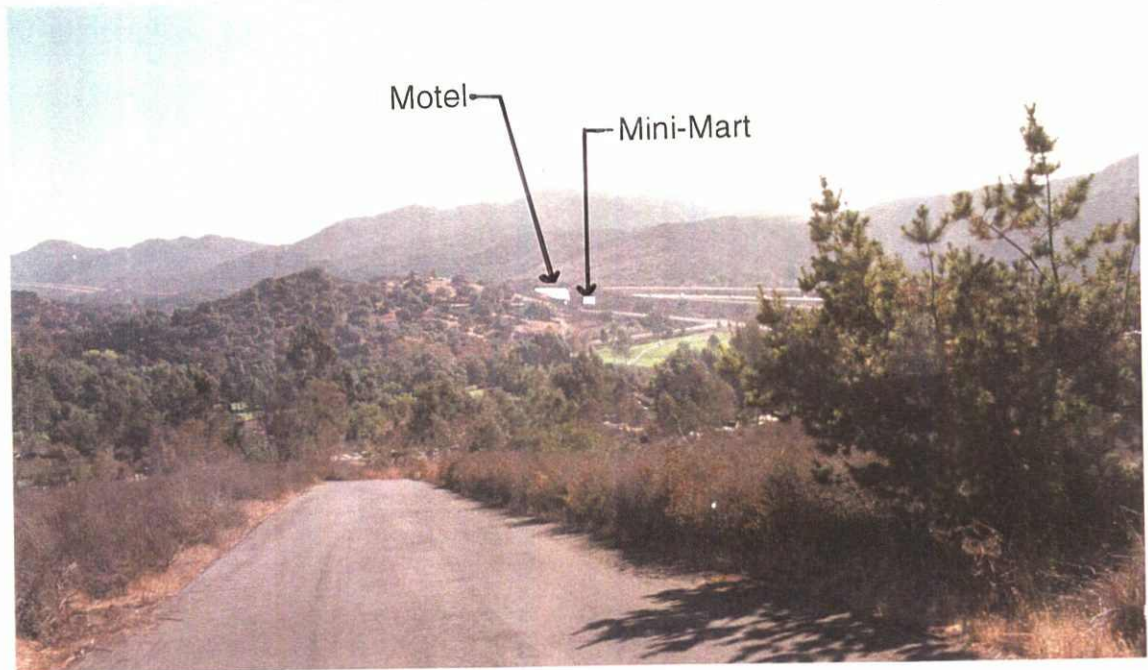


View 2



View from Circle R to Sub-Area 1

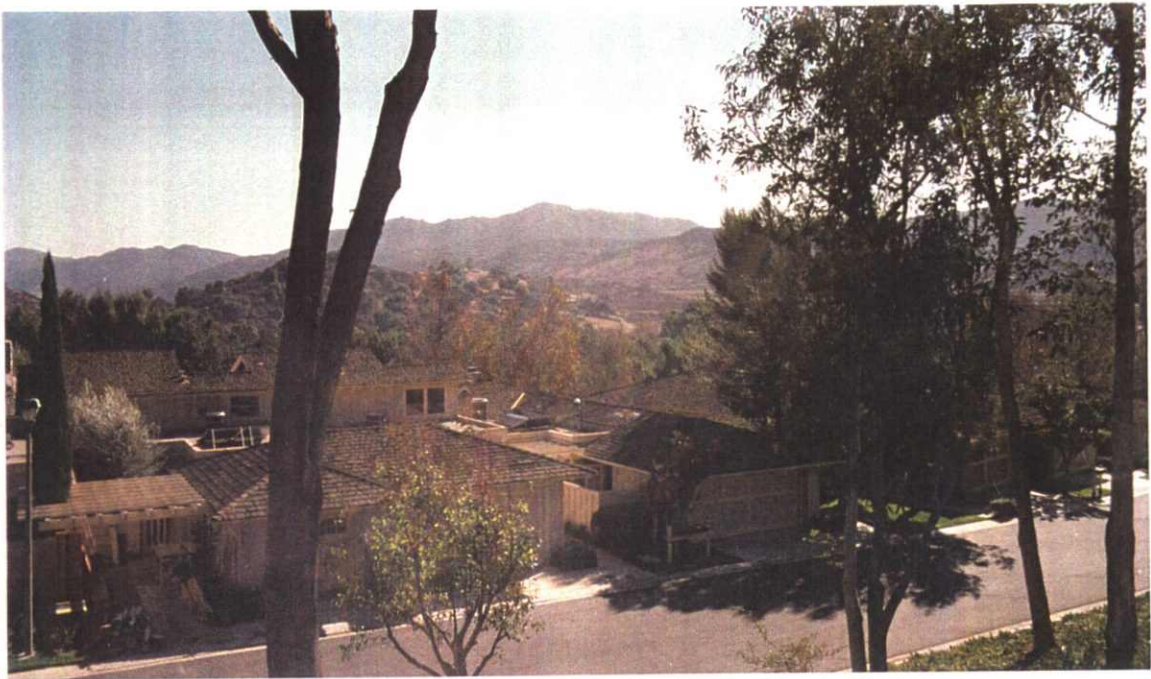
VIEW 3



Same view with site improvements

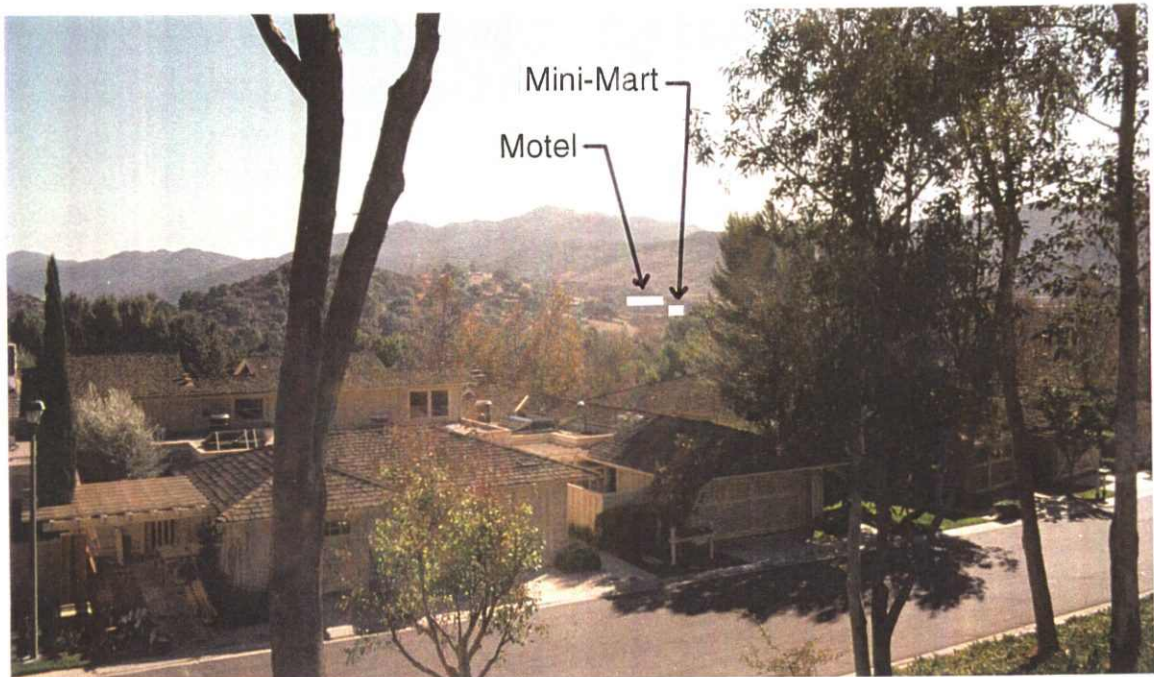


View 3

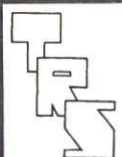


View from Circle R residential area

VIEW 4



Same view with site improvements



View 4

**FINAL
ENVIRONMENTAL IMPACT REPORT FINDINGS
for
CHAMPAGNE GARDENS
SPECIFIC PLAN
DPLU Case # SP94-002, REZ 94-007
Environmental Log No. 94-8-30
SCH# 95101055**

Prepared For: County of San Diego
Contact: Ms LeAnn Carmichael
5201 Ruffin Road, Suite B
San Diego, CA 92123

Applicant: Champagne Gardens Property Owners
1585 Rosecrans Street
San Diego, CA 92106

Prepared By: TRS Consultants
7867 Convoy Court, Suite 312
San Diego, CA 92111

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San Diego County
DEPT. OF PLANNING & LAND USE

December 1998

FINAL
ENVIRONMENTAL IMPACT REPORT FINDINGS
for
CHAMPAGNE GARDENS
SPECIFIC PLAN
DPLU Case # SP94-002, REZ 94-007
Environmental Log No. 94-8-30
SCH# 95101055

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INTRODUCTION

Pursuant to Section 21081 of the California Environmental Quality Act, the following findings are made for each of the significant effects identified in the Final Environmental Impact Report for the Champagne Gardens Specific Plan. Although no implementing components are proposed at this time, the FEIR analysis of impacts reflects a "worst case" assessment in environmental terms. The maximal potential uses of the land within each of the seven (7) sub-areas of the Specific Plan would result in the following significant impacts:

A. Biological Resources

Significant Effect: Sensitive Habitats.

Approval of the 84.91-acre Specific Plan for Champagne Gardens will establish areas within which future grading activities may occur. This is considered significant because it will result in the loss of 4.24-acres of Coast Live Oak Woodland, 0.31 acres of Willow Riparian Forest, 0.50 acres of Southern Willow Scrub, and 11.69 acres of Diegan Sage Scrub (DSS) (FEIR pages 62-63).

Finding: Pursuant to CEQA § 21081(a)(1), changes or alterations have been required in, or incorporated into, the Project which mitigate, avoid, or substantially lessen these effects.

Rationale: Mitigation Measures 1a and 2b will mitigate impacts through a revegetation plan, resulting in the creation of a minimum of 0.93 acres of Willow Riparian Forest and 1.5 acres of Southern Willow Scrub, and the planting of Coast Live Oak trees at a ratio of 10:1 (new to impacted trees) within a disturbed area of the site. The revegetation plan area is shown on Figure 12A on FEIR page 97. The revegetation plan will reduce impacts to wetland and Coast Live Oak habitats to a level below significance by ensuring that new wetland and Coast Live Oak habitat along South Fork Moosa Creek of sufficiently high quality is created to compensate for disturbed wetland and Coast Live Oak habitat. There will be no net loss of wetlands. The revegetation and enhancement area will be monitored and maintained for a period of five years to ensure performance (FEIR pages 69-71).

Mitigation Measures 1b, 2a, 3a, and 3b require the conveyance of 42.35 acres of natural open space to the County of San Diego, including 5.86 acres of Coast Live Oak Woodland, 3.16 acres of Willow Riparian Forest, 0.47 acres of Southern Willow Scrub, 21.50 acres of Diegan Sage Scrub (DSS) within the Specific Plan area, and 11.36 acres of DSS adjacent to Sub-Areas 4 and 5 of the Specific Plan area. (Adjacent areas are shown on Figure 10 on page 93 of the FEIR). This conveyance will reduce identified impacts to biological resources to a level below significance by ensuring conservation of the highest quality habitat onsite in large blocks of intact habitat, by fencing or otherwise demarcating open space areas to curtail intrusions, by providing for connectivity between habitat blocks onsite and to adjacent areas, and by retaining sufficient habitat onsite to ensure the continued existence of identified sensitive species on the Champagne Gardens property (FEIR pages 69-71).

Mitigation Measure 7c requires the conveyance to the County of San Diego, as natural open space, all areas of the project site not within development bubbles or designated for roads. These areas are shown on Figure 12B, FEIR page 99. This conveyance will reduce identified impacts to biological resources to a level below significance by ensuring conservation of the highest quality habitat onsite in large blocks of intact habitat, by fencing or otherwise demarcating open space areas to curtail intrusions, by providing for connectivity between habitat blocks onsite and to adjacent areas, and by retaining sufficient habitat onsite to ensure the continued existence of identified sensitive species on the Champagne Gardens property (FEIR pages 73-74).

Mitigation Measure 7a will require that all existing plant communities be precisely remapped when the projects apply for either a Major Use Permit or Site Plan. The remapping will be used to determine compliance with FEIR mitigation ratios, as set forth in Table 4B. If impacts are shown to be less than currently stated in the FEIR, the same ratios will apply but the mitigation area may be reduced. Mitigation Measure 7b requires that all brushing impacts must occur within development envelopes, as shown on Figure 12B, FEIR page 99. This survey will reduce impacts to below a level of significance by ensuring that the locations of sensitive habitats are accurately mapped and that no additional impacts will occur. The requirement that brushing requirements remain within the developed bubbles will ensure that no biological impacts occur beyond those assessed. (FEIR page 73)

Significant Effect: Sensitive Species.

Approval of the Specific Plan for Champagne Gardens will establish areas within which future grading activities may occur. This is considered significant because it could result in the loss of nine California Gnatcatchers (*Poliopitila californica*). (FEIR pages 63-67)

Finding: Pursuant to CEQA § 21081(a)(1), changes or alterations have been required in, or incorporated into, the Project which mitigate, avoid, or substantially lessen this effect.

Rationale: Mitigation Measures 4a, 4b, and 4c will require conveyance of 32.86 acres of natural open space consisting of Diegan Sage Scrub habitat to the County of San Diego. This conveyance will reduce identified impacts to biological resources to a level below significance by ensuring conservation of the California Gnatcatcher habitat onsite in large blocks of intact habitat, by fencing or otherwise demarcating open space areas to curtail intrusions, by providing for connectivity between habitat blocks onsite and to adjacent areas, and by retaining sufficient habitat onsite to ensure the continued existence of California Gnatcatchers on the Champagne Gardens property (FEIR pages 71-72).

Mitigation Measure 4d will require that sub-areas with Diegan Sage Scrub (DSS) (Sub-Areas 1, 4 and 6) be re-surveyed for the California Gnatcatcher within one year prior to development in any area of onsite DSS habitat. This resurvey will ensure that the presence of California Gnatcatcher is accurately mapped to determine compliance with the FEIR

mitigation ratio of 2.84:1 for Diegan Sage Scrub, as set forth in Table 4B. If impacts are shown to be less than currently stated in the FEIR, the same ratio will apply but the mitigation area may be reduced. (FEIR page 72)

Significant Effect: Breeding Birds.

Approval of the Specific Plan for Champagne Gardens will establish areas within which future grading activities may occur. This is considered significant because it will result in impacts to several areas that could support breeding riparian birds, which include the Willow Flycatcher, and the Least Bell's Vireo (FEIR page 68).

Finding: Pursuant to CEQA § 21081(a)(1), changes or alterations have been required in, or incorporated into, the Project which mitigate, avoid, or substantially lessen this effect.

Rationale: Mitigation Measure 5a will require conveyance of 4.65 acres of natural open space to the County of San Diego, consisting of 3.16 acres of Willow Riparian Forest and 0.47 acres of Southern Willow Scrub. This conveyance will reduce identified impacts to breeding birds to a level below significance by ensuring conservation of the highest quality habitat onsite in large blocks of intact habitat, by fencing or otherwise demarcating open space areas to curtail intrusions, by providing for connectivity between habitat blocks onsite and to adjacent areas, and by retaining sufficient habitat onsite to ensure the continued existence of the breeding birds on the Champagne Gardens property (FEIR page 72).

Mitigation Measures 5b and 5c will mitigate impacts through a revegetation plan, resulting in the creation of a minimum of 0.93 acres of Willow Riparian Forest and 1.5 acres of Southern Willow Scrub along the South Fork Moosa Creek. The revegetation plan area is shown on Figure 12A on FEIR page 97. The revegetation plan will reduce impacts to breeding birds to a level below significance by ensuring that habitat compatible with breeding birds is preserved and enhanced. There will be no net loss of wetlands. The revegetation and enhancement area will be monitored and maintained for a period of five years to ensure performance (FEIR pages 69-71).

Mitigation Measure 5d will require that Sub-Areas 2, 3, 4, 5 and 6 be surveyed for the Willow Flycatcher, and the Least Bell's Vireo prior to approval of implementing permits for the sub-areas. This survey will accurately map the occurrence of these species to determine compliance with FEIR mitigation measures 5a and 5c detailed above. (FEIR page 72)

Mitigation Measure 5e will require that a noise study be required for the amphitheater (Sub-Area 2C) to assess potential impacts to breeding riparian birds. The study will include mitigation necessary to address all noise impacts. The survey will determine whether the amphitheater operation conforms to the standard of a 62 dB(A) limit for project-generated noise at the boundary of breeding bird habitat during the breeding season (March 15 through September 30). If the operation exceeds this standard, the amphitheater will employ portable sound barriers to reduce noise to the required standard. If a resurvey determines the barriers

fail to reduce noise to the required standard, the amphitheater will not operate during the breeding season. (FEIR pages 72, 211-212)

Significant Effect: NCCP-Related Wildlife Corridors.

Approval of the Specific Plan for Champagne Gardens will establish areas within which future grading activities may occur. This grading is considered significant because it could disrupt the movement of wildlife along these wildlife corridors (FEIR pages 68-69).

Finding: Pursuant to CEQA § 21081(a)(1), changes or alterations have been required in, or incorporated into, the Project which mitigate, avoid, or substantially lessen this effect.

Rationale: Mitigation Measures 6a-b will require conveyance of natural open space consisting of corridor areas in Sub-Area 4, the riparian area between Sub-Areas 6 and 7, and the revegetation area, as shown on Figure 12B, FEIR page 99. This conveyance will reduce identified impacts to wildlife corridors to a level below significance by ensuring conservation of the highest quality habitat onsite in large blocks of intact habitat that provide for connectivity between habitat blocks onsite and to adjacent areas (FEIR pages 72-73).

B. Community Character/Visual Aesthetics

Significant Effect: Elevations of proposed development pads: Visual impacts of Sub-Area 1.

Approval of the Specific Plan will establish areas within Sub-Area 1 where a gas station and a motel could be built. The gas station canopy, sign, and some portion of the motel will be visible from the I-15 corridor. The developed area would be visible from residential areas along Castle Creek Road (Figure 21 of the FEIR, pages 154-155; FEIR pages 118-119; FEIR Appendix H - photo analysis)

Finding: Pursuant to CEQA § 21081(a)(1), changes or alterations have been required in, or incorporated into, the Project which mitigate, avoid or substantially lessen this effect.

Rationale: Mitigation measures for Sub-Areas 1-9 include landscaping and a grading program which will reduce the visual impacts of Sub-Area 1. (FEIR pages 121-123). A landscaping plan and monitoring plan will provide screening of structures to breakup lines, soften parking areas, and blend in large wall structures. A grading plan will be used to visually integrate the site into the natural terrain and utilize vegetation to blend the slopes and soften angular topography. A resort development theme maintains the architectural style and coloration of the community character, harmonizing with the existing resorts in the area. Limits to heights of 30 feet or less for signs and 35 feet or less for structures will protect the views from offsite locations. The project will be required to determine compliance with FEIR mitigation measures 1-8, FEIR pages 121 -122, when the specific designs are available. Future implementing permits will require that the project demonstrate compliance with the visual mitigation measures listed above and further detailed in the FEIR (pages 121 -122) and

conceptual designs on Figures 23A - 23E. These measures will reduce impacts to below a level of significance by ensuring a visual effect that is not intrusive.

Significant Effect: Parking Structure and Amphitheater: Visual impacts of Sub-Area 2.

Approval of the Specific Plan will establish areas within Sub-Area 1 where a parking structure and an amphitheater could be built. The height and size of the parking structure pose significant impacts. (FEIR page 119).

Finding: Pursuant to CEQA § 21081(a)(1), changes or alterations have been required in, or incorporated into, the Project which mitigate, avoid or substantially lessen this effect.

Rationale: Mitigation measures including landscaping and a grading program are proposed which will reduce the visual impacts of Sub-Area 2. (FEIR pages 121-123). A landscaping plan and monitoring plan will provide screening of the parking structure to breakup horizontal lines, and add natural vegetation to the parking levels. A grading plan will be used to visually integrate the site into the natural terrain and utilize vegetation to blend the slopes. It will retain or enhance an existing berm along Champagne Boulevard. A resort development theme maintains the architectural style and coloration of the community character, harmonizing with the existing resorts in the area. Rooftop parking will be obscured from view. The project will be required to determine compliance with FEIR mitigation measures 1-10, FEIR pages 121 -123, when the specific designs are available. Future implementing permits will require that the project demonstrate compliance with the visual mitigation measures listed above and further detailed in the FEIR (pages 121 -122) and conceptual designs on Figures 23A - 23E. Structures in Sub-Areas 2A and B will limited to heights of 35 feet or less and 2 stories. The parking structure will be limited to a height of 40 feet or 3 stories. These measures will reduce impacts to below a level of significance by screening views from offsite locations. The design specific visual assessment will allow a detailed analysis and mitigation program, ensuring no additional impacts will occur.

Significant Effect: Conservatory: Visual impacts of Sub-Area 3

The height and size of the Conservatory pose significant impacts. (FEIR page 119; Figure 23C, page 129).

Finding: Pursuant to CEQA § 21081(a)(1), changes or alterations have been required in, or incorporated into, the Project which mitigate, avoid or substantially lessen this effect.

Rationale: Mitigation measures for Sub-Area 3, 1-10, include landscaping and a grading program which will reduce the visual impacts of Sub-Area 3. (FEIR pages 121-123). A landscaping plan and monitoring plan will provide screening of the Conservatory to breakup lines, soften parking areas, and blend in large wall structures. A grading plan will be used to visually integrate the site into the natural terrain and utilize vegetation to blend the slopes and soften angular topography. A resort development theme maintains the architectural style and coloration of the community character, harmonizing with the existing resorts in the area. A

Major Use Permit will be required to show compliance with the above measures. The Conservatory will be limited to a height of 40 feet and other structures in Sub-Area 3B will be limited to heights of 35 feet or 2 stories. These measures will reduce impacts to below a level of significance by screening the views from offsite locations.

Significant Effect: Hotel/Time Share: Visual impacts of Sub-Area 4A.

The height and size of the Hotel/Time Share and its proposed initial elevation of between 490 and 540 AMSL pose significant impacts. (FEIR page 119; Figure 23D, page 160).

Finding: Pursuant to CEQA § 21081(a)(1), changes or alterations have been required in, or incorporated into, the Project which mitigate, avoid or substantially lessen this effect.

Rationale: Mitigation measures for Sub-Area 4, 1-8, include landscaping and a grading program which will reduce the visual impacts of Sub-Area 4A. (FEIR pages 121-124). A landscaping plan and monitoring plan will provide screening of the structure to breakup lines, soften parking areas, and blend in large wall structures. A grading plan will be used to visually integrate the site into the natural terrain and utilize vegetation to blend the slopes and soften angular topography. A resort development theme maintains the architectural style and coloration of the community character, harmonizing with the existing resorts in the area. A Major Use Permit at the time of implementation of the Hotel/Time Share will require a visual study which will assess specific visual impacts and additional mitigation requirements may be recommended at that time. Limits to heights of 30 feet or less for signs and 60 feet or less for structures will protect the views from offsite locations. These measures will reduce impacts to below a level of significance by screening and design measures, and by assessing specific impacts and proposing specific mitigation.

Significant Effect: Visual Quality: Visual Impacts of Sub-Area 6.

Champagne Boulevard will be widened, causing the removal of some trees. A motel will replace open fields in Sub-Area 6. (FEIR page 120).

Finding: Pursuant to CEQA § 21081(a)(1), changes or alterations have been required in, or incorporated into, the Project which mitigate, avoid or substantially lessen this effect.

Rationale: Mitigation measures for Sub-Area 6, 1-7, include landscaping and a grading program which will reduce the visual impacts of Sub-Area 6. (FEIR pages 121-124). A landscaping plan and monitoring plan will provide screening of the structure to breakup lines, soften parking areas, and blend in large wall structures. A grading plan will be used to visually integrate the site into the natural terrain and utilize vegetation to blend the slopes and soften angular topography. A resort development theme maintains the architectural style and coloration of the community character, harmonizing with the existing resorts in the area. Limits to heights of 35 feet or less and 2 stories in Sub-Areas 6B and C and limits of 40 feet or less and 3 stories for structures in Sub-Area 6A will screen the views from offsite locations.

Significant Effect: Visual Quality: Impacts to the scenic corridor and viewshed area.

The project is in conformance with the General Plan and the Subregional Plan, however impacts to the scenic corridor as defined by the I-15 Scenic Corridor Preservation Guidelines and to the viewshed area are significant. (FEIR page 118 and 120)

Finding: Pursuant to CEQA § 21081(a)(1), changes or alterations have been required in, or incorporated into, the Project which mitigate, avoid or substantially lessen this effect.

Rationale: Mitigation measures including landscaping and a grading program are proposed which will reduce the visual impacts to the scenic corridor. (FEIR pages 121-124). Landscaping plans and monitoring plans will provide screening of structures to breakup lines, soften parking areas, and blend in large wall structures. A grading plan will be used to visually integrate the site into the natural terrain and utilize vegetation to blend the slopes and soften angular topography. A resort development theme maintains the architectural style and coloration of the community character, harmonizing with the existing resorts in the area. Height limitations and the use of Special Area Designators will protect the views from the scenic corridors. All sub-area designs will be reviewed by the I-15 Design Review Board. These measures will reduce impacts to below a level of significance by requiring specific design measures, which will create a visually consistent project. Specific project components will be reviewed to insure consistency with the I-15 corridor design standards.

C. Traffic

Significant Effect: Area Circulation System.

Approval of the Specific Plan for Champagne Gardens will place a maximum of 8,360 ADT on the area circulation system. This addition will impact three links along Champagne Boulevard (Table 11, FEIR page 193), which will drop to unacceptable levels of service with the addition of project-related traffic. Project-related traffic will also contribute to existing unacceptable levels of service along Deer Springs Road. The daily impact analysis shows that the project will contribute to traffic at Gopher Canyon Road and Deer Springs Road in the vicinity of the freeway interchanges, which will operate at unacceptable levels of service with or without the project. Project-generated traffic will create significant impacts at the following two key intersections, based on the increase in their V/C ratios: (1) I-15 southbound ramps at Deer Springs Road and (2) Champagne Boulevard at Deer Springs Road. With the addition of project traffic, the following intersections will also exceed signal warrants: Interstate 15 northbound ramps at Gopher Canyon Road; Interstate 15 southbound ramps at Gopher Canyon Road; Champagne Boulevard at Old Castle Road; Champagne Boulevard at Deer Springs Road; and Champagne Boulevard at the main project access. Under ultimate conditions, the Champagne Boulevard/Lawrence Welk Drive intersection will also exceed design level signal warrants. The cumulative project impacts will be significant at the I-15 southbound ramps at Deer Springs Road (FEIR pages 168-172).

Finding: Pursuant to CEQA § 21081(a)(1), changes or alterations have been required in, or incorporated into, the Project which mitigate, avoid, or substantially lessen these effects.

Rationale: Mitigation Measures 1, 2, 3 and 4 will mitigate impacts through circulation system improvements. These consist of the following measures:

- a. The project shall construct Champagne Boulevard (SA 15) along the project frontage to its master planned half-width (County Circulation Element Commercial Collector Road Standards (plus bike lanes) with appropriate transitions/tapers). Each sub-area shall improve its frontage in conjunction with its onsite improvements.
- b. Access rights onto Champagne Boulevard, except for the project access roads, shall be relinquished at the time of implementation.
- c. Left turn pockets on Champagne Boulevard will be provided for left-turning movements into the project entrances at the time of implementation, subject to the approval of the Director of Public Works.
- d. Road access to the project shall be designed to provide intersectional sight distance of four hundred fifty feet (450') along Champagne Boulevard for motorists leaving the site.
- e. The project shall fully construct traffic signals at the following intersections: Champagne Boulevard at the Main Project Access to Sub-Areas 2, 3, and 4; Champagne Boulevard at Deer Springs Road; Champagne Boulevard at Gopher Canyon Road, and Champagne Boulevard at Old Castle Road. The signalization at the Champagne Boulevard/Main Project Access intersection shall be constructed in conjunction with onsite development in Sub-Areas 2, 3 and 4. The signalization at the Champagne Boulevard/Deer Springs Road and Champagne Boulevard/Gopher Canyon Road intersections shall be constructed in conjunction with the first onsite development. The signalization at the Champagne Boulevard/Old Castle Road intersection shall be constructed prior to issuance of building permits within the project area which will generate additional traffic above a cumulative total of 4,180 ADT. Trip generation rates for development within the project sub-areas are provided in Table 9 of the FEIR, page 191.
- f. The project shall provide fair share traffic signal contributions in accordance with the percentage of traffic generation for each Sub-Area per Table 21A of the FEIR, page 204 at the following intersections: I-15 northbound ramps at Gopher Canyon Road; I-15 southbound ramps at Gopher Canyon Road;

Champagne Boulevard/Lawrence Welk Drive; I-15 northbound ramps/Deer Springs Road, and I-15 southbound ramps/Deer Springs Road.

- g. All stop signs (or any construction of traffic signals) should be reviewed by the Traffic Advisory Committee (TAC) and approved by the Board of Supervisors.
- h. The project shall provide a 500 foot right turn lane at the I-15/Deer Springs Road Northbound Off-ramp. This improvement shall be constructed in conjunction with the approval of the first Major Use Permit or Site Plan in the Specific Plan area.

In addition it shall be a condition of the project that each sub-area conduct a traffic generation study at implementation to ensure accuracy of traffic impact counts for the level of use in each sub-area actually proposed for development (FEIR Figure 4F, page 87). These improvements will reduce identified impact from increased traffic to below a level of significance by improving the circulation system so that roadway link and intersection levels of service do not decline to unacceptable levels as a result of the project. By requiring adequate sight distances along site access points, traffic safety standards are maintained. The traffic assessment required for each sub-area will ensure that actual impacts and mitigation are matched and consistent, and that all specific impacts of a sub-area development area identified and addressed (FEIR pages 174-175).

Significant Effect: Site Access and Internal Circulation.

Sight distance and appropriate traffic control signs area required to provide safely designed site access. The internal circulation system could impact traffic flow on public streets if not designed properly (FEIR page 173).

Finding: Pursuant to CEQA § 21081(a)(1), changes or alterations have been required in, or incorporated into, the Project which mitigate, avoid, or substantially lessen these effects.

Rationale: Mitigation Measure 5 requires that specific design standards for site access points and internal streets be consistent with County requirements. The proposed cross-sections and roadway layout shall be subject to the review and approval of the County Traffic Engineer during the development review processes implementing the Specific Plan. The review shall demonstrate that realignments conform to the FEIR mitigation measures for biological resources as shown on Table 4B. Sidewalks and streetlights shall be installed onsite as specified by the County of San Diego, and STOP signs shall be installed to control project-related traffic at all unsignalized site egress points (FEIR page 176).

Significant Effect: Parking.

Approval of the Specific Plan for Champagne Gardens will establish areas within which visitor-serving commercial uses will be created. This is considered a significant impact

because it will require that adequate parking be made available for visitors (FEIR pages 173-174).

Finding: Pursuant to CEQA § 21081(a)(1), changes or alterations have been required in, or incorporated into, the Project which mitigate, avoid, or substantially lessen this effect.

Rationale: Mitigation Measure 6 requires that sub-areas provide specific parking within their individual areas sufficient to adequately serve the proposed uses. Sub-Areas 2, 3, and 4 will provide adequate parking collectively. Total parking to be provided in the three sub-areas shall be a minimum of 1,135 parking spaces. At the time any of these sub-areas apply for a subsequent Major Use Permit, a shared parking plan must be provided which will specify the timing of implementation of parking facilities. Sub-Area 3 may not come forward without concurrent implementation of Sub-Area 2, due to the low number of parking spaces planned in relation to planned uses in this area. These requirements will reduce identified impacts to below a level of significance by ensuring that adequate parking will be available in all areas of the Specific Plan adequate to accommodate proposed maximum uses (FEIR page 176).

D. Noise

Significant Effect: Exterior Noise Impacts.

Approval of the 84.91-acre site will establish areas within which future uses will occur. This is considered a significant impact because it will result in exterior noise levels at some structures that exceed noise levels allowed under the Noise Element of the General Plan. Excessive noise could be experienced at Sub-Areas 1, 6 and 7 due to their proximity to I-15 and Champagne Boulevard.

Finding: Pursuant to CEQA § 21081(a)(1), changes or alterations have been required in, or incorporated into, the Project which mitigate, avoid, or substantially lessen this effect.

Rationale: Mitigation Measure 1a requires that a noise impact assessment shall be conducted once final designs for sub-area grading, siting, and buildings are finalized and projects come forward for implementation. The Site Plan requirements for Sub-Areas 1, 6 and 7 will include a review of noise impacts at the Site Plan stage of implementation. Feasible exterior noise mitigation measures such as building orientation, design, and site grading will be applied to reduce exterior noise impacts to a level of 60 dB(A). The noise assessment will reduce impacts to below a level of significance because it will permit a specific assessment of noise impacts related to each sub-area design. The assessment will allow specific mitigation to be designed into the plans for Sub-Areas 1, 6, and 7, thereby providing for noise protections from nearby traffic (FEIR pages 213).

Significant Effect: Interior Noise.

The hotels and motels of the proposed project will be subject to regulation under the California Administrative Code (CAC), Health and Safety Code 17922.6, Title 24, Part 2,

Chapters 2 through 35. Title 24 requires that where exterior noise levels exceed 60dB(A) CNEL/Ldn, interior noise levels must be shown to be 45dB(A) CNEL/Ldn or less. As indicated on Table 29, FEIR page 225, noise levels at the motels in Sub-Areas 1 and 6 are expected to be as high as CNEL = 68 dB(A) under hard ground conditions. This is considered a significant impact because it exceeds maximum the standard of 60 dB(A) for exterior noise levels.

Finding: Pursuant to CEQA § 21081(a)(1), changes or alterations have been required in, or incorporated into, the Project which mitigate, avoid, or substantially lessen this effect.

Rationale: Mitigation Measure 1b requires an interior noise analysis for uses proposed in Sub-Areas 1, 6, and 7. Noise levels will be analyzed to ensure interior noise levels do not exceed 45 dB(A), in conformance with the standards noted in the FEIR, page 209. To accurately assess interior noise levels, exterior parameters such as topography, grading, and building elevations must be addressed, as well as interior criteria such as building construction and dimensions (FEIR pages 209). The analysis will evaluate interior noise levels and will propose mitigation necessary to bring interior noise levels within the 45 dB(A) interior noise limits of the Noise Element of the General Plan. This measure will reduce impacts to below a level of significance because it will provide project-specific information about interior noise levels prior to construction, and will require specific measures to reduce noise levels that exceed Noise Element standards. By requiring the assessment prior to construction, measures can be incorporated into the design and construction of the specific project, thereby assuring that significant impacts are addressed (FEIR pages 213-214).

Significant Effect: Amphitheater Noise and Air Conditioners.

The Specific Plan will establish land uses which may result in the construction of an amphitheater in Sub-Area 2 and the use of air conditioners in sub-areas of the project. The proposed amphitheater could have a significant impact because the amphitheater is designed for entertainment which will involve speech and music, probably amplified. Late-night traffic, attributable to entertainment at the amphitheater, may result in additional noise impacts. Noise will also be associated with the air conditioners, either central air-handling systems or individual units, utilized by the project's occupied buildings.

Finding: Pursuant to CEQA § 21081(a)(1), changes or alterations have been required in, or incorporated into, the Project which mitigate, avoid, or substantially lessen this effect.

Rationale: Mitigation Measure 2 requires that the following mitigation measures will be taken:

1. Use of the amphitheater (Sub-Area 2C) for entertainment shall be seasonal, with hours of operation limited to no later than 10:30 p.m. between May 1 and September 30, and no later than 9:00 p.m. between October 1 and April 31.

2. The Major Use Permit (MUP) for the amphitheater will require a study of noise impacts at the MUP stage of implementation. The survey will determine whether the amphitheater operation conforms to the standard of a 62 dB(A) limit for project-generated noise at the boundary of breeding bird habitat during the breeding season (March 15 through September 30). If the operation exceeds this standard, the amphitheater will employ portable sound barriers to reduce noise to the required standard. If a resurvey determines the barriers fail to reduce noise to the required standard, the amphitheater will not operate during the breeding season.
3. Design of the amphitheater must include a barrier such as a berm in the direction of sound projection.
4. The future implementing Major Use Permit for the amphitheater shall include a noise monitoring plan to ensure on-going compliance with FEIR mitigation measures 2a 1-3.
5. Rooftop-mounted mechanical equipment will not be permitted.

These measures will reduce impacts to below a level of significance by incorporating operational and design measures which will limit the duration of noise-producing activities to hours during which they are more likely to be compatible with on-going operations. By requiring a noise assessment of amphitheater operations when specific designs are available, noise impacts will be accurately measured, and more specific mitigation measures will be incorporated into the design and construction of the facility. Monitoring noise on an on-going basis will ensure compliance with the noise limits established in the FEIR. By prohibiting rooftop-mounted mechanical equipment in sub-areas when these represent a significant noise impact, the potential for this equipment to generate unacceptable noise levels on surrounding properties will be eliminated (FEIR pages 214-215).

Significant Effect: Short Term Construction Impacts.

Approval of the Specific Plan for Champagne Gardens will establish areas within which future grading activities may occur. The construction of the project will create a significant adverse but temporary impact on breeding birds populations, given proximity of Sub-Areas 2, 3, and 4 to sensitive riparian habitats (FEIR pages 213).

Finding: Pursuant to CEQA § 21081(a)(1), changes or alterations have been required in, or incorporated into, the Project which mitigate, avoid, or substantially lessen this effect.

Rationale: Mitigation Measure 2b requires that a study for the presence of breeding birds be undertaken in Sub-Areas 2, 3, and 4 prior to the commencement of construction. If breeding birds are present, a noise impact assessment must be conducted for these areas. The survey

will determine whether construction operations conform to the standard of a 62 dB(A) limit for project-generated noise at the boundary of breeding bird habitat during the breeding season (March 15 through September 30). If the operation exceeds this standard, noise muffling devices shall be installed on construction equipment. If a resurvey indicates construction operations will still exceed the standard of 62 dB(A), construction operations will not operate in the vicinity of breeding bird habitat during the breeding season noted above. (FEIR pages 215-16)

E. Geology/Soils

Significant Effect: Soil Suitability for Construction.

The Specific Plan will establish land use areas where future grading activities may occur. This is considered a significant impact because some of the soils at the project site are distinguished by runoff characteristics ranging from medium to very rapid and erosion hazard varying from moderate to very high (FEIR page 229). Clearing and grading which would eliminate existing site vegetation could also increase the potential for erosion impacts, particularly on manufactured banks (FEIR page 231). This is considered significant because all undocumented fills on the site are considered to be unsuitable for foundation support in their present condition (FEIR page 230).

Finding: Pursuant to CEQA § 21081(a)(1), changes or alterations have been required in, or incorporated into, the Project which mitigate, avoid or substantially lessen these effects.

Rationale: Mitigation Measure 3 (FEIR page 232) requires compliance with the Uniform Building Code, which includes implementation of measures to preclude erosion problems on the site on a sub-area specific basis following the evaluation and recommendations of a qualified soils and foundation engineer. These measures will reduce the identified impact to below a level of significance, because compliance with Uniform Building Code will ensure that native materials and compacted fill soils derived therefrom will be suitable for the support of proposed structures. (FEIR page 230)

Significant Effect: Geologic Hazards.

In areas which are in proximity to hillside boulders, the Specific Plan will establish appropriate land uses. Hillside boulders may be unstable, and if cuts are anticipated for construction at Sub-Area 6 in the south and Sub-Area 1 to the north, portions of the granitic bedrock may present problems related to excavations (FEIR page 230-231). This is significant because the presence of granitic boulders on the project hillsides could move downhill and impact proposed development, and development of the southern and northern ends of the site will not be feasible as proposed (FEIR pages 230 and 232).

Finding: Pursuant to CEQA § 21081(a)(1), changes or alterations have been required in, or incorporated into, the Project which mitigate, avoid or substantially lessen this effect.

Rationale: Mitigation Measure 2 requires the implementation of geotechnical investigations on a sub-area basis, including evaluation of specific areas and the stability of extant boulders. (FEIR page 232) The geotechnical investigation required by the Uniform Building Code will also evaluate the potential granitic bedrock issues related to excavations at the south end of the site. These measures will reduce any potential impacts to below a level of significance because compliance with the Uniform Building Code ensures avoidance of rock fall in the use areas of the Specific Plan area. (FEIR page 230)

Significant Effect: Liquefaction.

Mitigation measure 5 requires that in areas where future grading and construction activity may occur, the Specific Plan will establish appropriate land uses. Specialty shops and restaurants in the southern portion of the site are located where a potential for liquefaction exists due to the presence of older alluvial materials (FEIR page 230). This is considered significant because the structures may be exposed to seismically-induced liquefaction (FEIR page 229).

Finding: Pursuant to CEQA § 21081(a)(1), changes or alterations have been required in, or incorporated into, the Project which mitigate, avoid or substantially lessen these effects.

Rationale: Mitigation Measure 5 requires evaluation of liquefaction potential where settlement-sensitive structures are proposed within areas identified as containing alluvial materials in accordance with the Uniform Building Code. This measure will reduce the identified impact to below a level of significance because compliance with the Uniform Building Code will ensure that areas with liquefaction potential will be analyzed and rendered suitable for the support of proposed structures. (FEIR page 230)

Significant Effect: Steep Slope Encroachment.

Mitigation measure 4 requires that Sub-Areas 1A, 1B, 4A, and 5D will be constrained to a greater or lesser degree by the presence of steep slopes within the development bubbles. This is considered significant because the encroachment into steep slope areas is limited by the General Plan for this Specific Planning Area. (FEIR page 231)

Finding: Pursuant to CEQA § 21081(a)(1), changes or alterations have been required in, or incorporated into, the Project which mitigate, avoid or substantially lessen these effects.

Rationale: Mitigation Measures 4 and 8 require a Special Area Regulator "G" for Sub-Areas 1A, 1B, 4A, and 5D and is a condition of the Project. These measures will reduce impacts by requiring that each sub-area (1) meet specific steep slope encroachment calculations, as detailed on page 231 of the FEIR, and (2) dedicate those areas of steep slope outside of the encroachment allowances in permanent open space easement (FEIR page 232)

F. Flooding/Drainage

Significant Effect: Floodplain Impacts.

The Specific Plan will establish land use areas where future grading activities may occur. The project proposes encroachment into the floodplain of the South Fork of Moosa Creek with the construction of an amphitheater, parking area, parking structure, road crossings, and walkways. This is considered significant because such encroachments may alter water courses and create flooding and erosion impacts (FEIR page 236).

Finding: Pursuant to CEQA § 21081(a)(1), changes or alterations have been required in, or incorporated into, the Project which mitigate, avoid or substantially lessen these effects.

Rationale: Mitigation Measures 1, 2, and 5 require implementation of measures that will restrict structures in the floodplain to those providing a minimal impediment to water flow and no alteration to the floodplain. Also required are improvements to the creek, including a reinforced concrete box culvert road crossing and rock protection at storm drain outlets and other areas as needed. These measures will reduce impacts to below a level of significance by ensuring that floodplains are protected, that floodwater will not be impeded, and that incompatible development is not located in the floodplain (FEIR page 237).

Significant Effect: Drainage Impacts.

The Specific Plan will establish land use areas where future grading activities may occur. Implementation of the project would change overland flows slightly and create impervious surfaces which would increase runoff from the site. This is considered significant because increased runoff volumes and velocities from the construction of impervious building surfaces including paved areas, building roofs and recreational facilities would contribute to soil erosion and siltation in drainage courses (FEIR page 236).

Finding: Pursuant to CEQA § 21081(a)(1), changes or alterations have been required in, or incorporated into, the Project which mitigate, avoid or substantially lessen these effects.

Rationale: Mitigation Measures 3 and 4 require compliance with Best Management Practices (BMPs), which shall be used in the design and construction operations relative to water quality, and the implementation of a monitoring plan to ensure a successful drainage program. These measures will ensure that the identified impact is reduced to a level below significance through erosion and sedimentation BMPs, including measures such as sand bags, erosion planting, and other measures as needed (FEIR page 237).

G. Public Services

Significant Effect: Water Services.

The Specific Plan will establish land use areas where a range of future uses may occur. The project site lies within three water district boundaries: Rainbow Municipal Water District

(RMWD), Vallecitos Water District (VWD), and Valley Center Municipal Water District (VCMWD). This is a significant impact because no single water district has jurisdiction over the entire Specific Plan area. Annexation to a single water district, or completion of joint service or inter-agency agreements will be necessary to provide water service to the project. (FEIR page 242)

Finding: Pursuant to CEQA 21081(a)(1), changes or alterations have been required in, or incorporated into, the Project which mitigate, avoid or substantially lessen this effect.

Rationale: Mitigation Measure 1 requires that annexation/joint service as inter-agency agreements must be in place prior to implementation of any Major Use Permit/Site Plan for the project. The project will conform to the VCMWD reclaimed water ordinance in the creation and operation of its water supply facilities. This will reduce impacts to below a level of significance because it will ensure an adequate supply of water to serve the project. (FEIR page 245)

Significant Effect: Increased Demand for Sewer Services.

The Specific Plan will establish land use areas where a range of future uses may occur. The project site lies within three sewer district boundaries: Rainbow Municipal Water District (RMWD), Vallecitos Water District (VWD), and Valley Center Municipal Water District (VCMWD). The project would best be served by VCMWD, which has the nearby Moosa Canyon Wastewater Treatment Plant (MCWTP). (FEIR page 243)

Finding: Pursuant to CEQA 21081(a)(1), changes or alterations have been required in, or incorporated into, the Project which mitigate, avoid or substantially lessen this effect.

Rationale: Mitigation Measure 1 requires that annexation/joint service as inter-agency agreements must be in place prior to implementation of any Major Use Permit/Site Plan for the project. This will reduce impacts to below a level of significance because it will ensure adequate sewer service exists to serve the project. (FEIR page 245)

Significant Effect: Increased Demand for Police Protection.

The Specific Plan will establish land use areas where a range of future uses may occur. The County Sheriff's Department has indicated that the Champagne Gardens project, in and of itself, will have a minimal impact on law enforcement services in the area; however, when considered in conjunction with the effect of general unincorporated population growth, there will be a negative cumulative impact which will require mitigation. In this regard, the County of San Diego Sheriff's Department recommends that the project be required to mitigate, to the extent legally allowed, the impact on the capital and facilities needs of the Department. (FEIR page 240)

Finding: Pursuant to CEQA 21081(a)(1), changes or alterations have been required in, or incorporated into, the Project which mitigate, avoid or substantially lessen this effect.

Rationale: Mitigation measure 2 states that impact fees compensating for Champagne Garden's direct impact on Sheriff's services have been incorporated into the fees and taxes required to be paid by the project. Should additional fees or amounts be necessary, such fees will be paid by Champagne Gardens at the time of implementation. This will reduce impacts to below a level of significance because it will ensure adequate Sheriff's service exists to serve the project. (FEIR page 245)

H. Cumulative Impacts

Significant Effect: Traffic.

The Specific Plan will establish land use areas where a range of future uses may occur. While a small part of the overall cumulative traffic picture, the project would contribute to cumulatively significant traffic impacts by placing as many as 8,360 ADT on the area roadways. This is a significant impact because it contributes to the general congestion on I-15. (FEIR page 254-255)

Finding: Pursuant to CEQA § 21081(a)(1), changes or alterations have been required in, or incorporated into, the Project which mitigate, avoid, or substantially lessen this effect.

Rationale: The project shall provide a 500 foot right-turn lane at the I-15/Deer Springs Road northbound off-ramp, which shall be constructed in conjunction with approval of the first onsite Major Use Permit or Site Plan for the Specific Plan area. A minimum of 20 bus-parking spaces shall be provided in the parking mix for the maximum project plan. North County Metropolitan Transit District (NCMTD) will be asked to assess the site for extension of NCMTD bus service. Signage shall encourage the use of public transportation to and from the site. These measures will be effective in reducing impacts because congestion will be reduced at the I-15/Deer Springs Road northbound off-ramp and the use of mass transit will reduce overall average daily trips and will contribute to the reduction of vehicle trips on I-15. (FEIR pages 258)

Significant Effect: Public Services.

Approval of the Specific Plan for the project will establish areas within which a variety of uses may occur that will require a range of public services. The Sheriff's Department has indicated that while the project can be served, the Department does experience some drain on its resources on a cumulative basis. This is a significant impact because it may hamper the ability of law enforcement to serve cumulative projects effectively (FEIR page 257).

Finding: Pursuant to CEQA § 21081(a)(1), changes or alterations have been required in, or incorporated into, the Project which mitigate, avoid, or substantially lessen this effect.

Rationale: Mitigation Measure 4 requires the project to pay assessments in conformance with current regulations, as determined by the Board of Supervisors. This will address

cumulative public service impacts by meeting the requirements for support of this and other public service providers consistent with the General Plan and current law (FEIR page 258).

Significant Effect: Biology.

The project proposes areas within which future grading activities could occur, which could impact regionally significant wildlife corridors. In concert with other projects, this is a significant impact because it has the potential to diminish the general viability of wildlife corridors as a means of maintaining species diversity (FEIR pages 251-252).

Finding: Pursuant to CEQA § 21081(a)(1), changes or alterations have been required in, or incorporated into, the Project which mitigate, avoid, or substantially lessen this effect.

Rationale: Mitigation Measures 5 and 6 require that the project shall conform to Natural Communities Conservation Program guidelines in preserving open space corridors and onsite sensitive habitats. Regional biological corridors shall be preserved through creation and enhancement of onsite links with offsite areas, as represented by the current project design. Offsite areas east of Sub-Areas 4 and 5 shall be dedicated in open space to provide improved links with extensive offsite habitat corridors. These areas are shown on FEIR Figure 12B, page 99. (FEIR pages 72-73, 258). These measures will reduce impacts to below a level of significance by requiring on- and offsite connectivity between significant corridor areas, preserving their viability and precluding a contribution to cumulatively significant effects (FEIR page 258).