

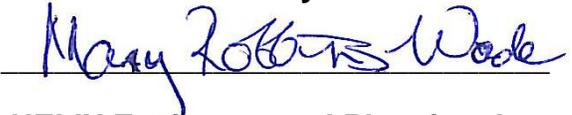
**ADDENDUM TO
CULTURAL RESOURCES INVENTORY AND ASSESSMENT:
VALIANO
SAN DIEGO COUNTY, CALIFORNIA
CASE NUMBER PDS2013-SP-13-001, PDS2013-GPA-13-001, PDS2013-
STP-13-003, PDS2013-TM-5575, PDS2013-REZ-13-001,
PDS2013-ER-13-08-002**

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April 2015

HELIX Project No. IPQ-19

Valiano -- Off-Site Road Alternatives

Several potential access alternatives for the Valiano Project are located outside the Proposed Project boundaries. These roadways were surveyed for cultural resources on April 9, 2015. The roadways or portions of road rights-of-way that are within the Project boundaries were surveyed as part of the original Project fieldwork for cultural resources. This addendum addresses the off-site roadway alignments that may be used/improved in conjunction with the Project.

Roadway Descriptions

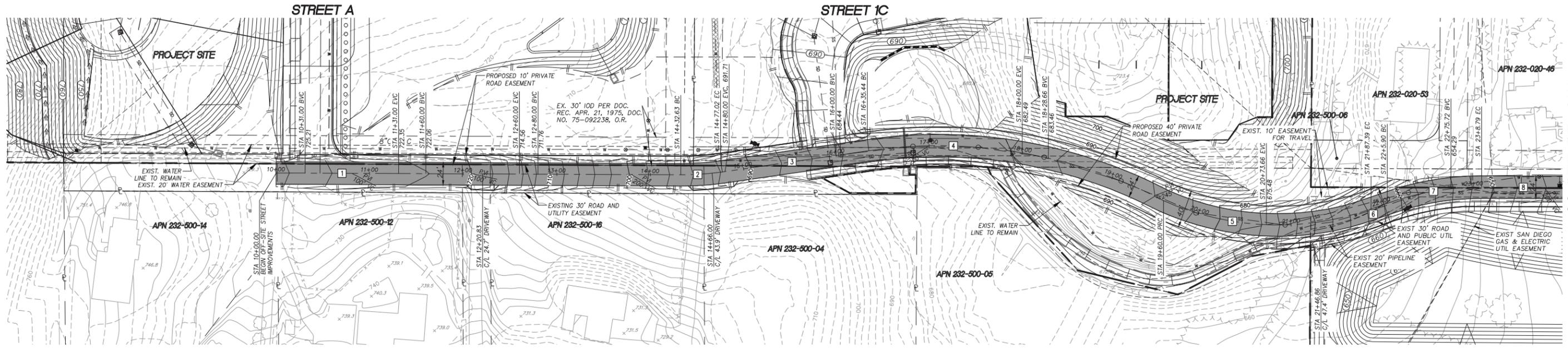
Project access is proposed via Eden Valley Lane, Mt. Whitney Road, and two future access driveways south of Mt. Whitney Road, all connecting to Country Club Drive, the majority of which is located within the County's jurisdiction. Emergency access is proposed via Hill Valley Drive and Mt. Whitney Road.

The Project may or may not include the "Additional Access Option," where an additional Project access would be provided via Hill Valley Drive in addition to Eden Valley Lane, Mt. Whitney Road, and the two future access driveways south of Mt. Whitney Road (all connecting to Country Club Drive). As discussed previously, this portion of Hill Valley Drive is an existing dirt road that is proposed to be improved to a paved road approximately 24 feet wide, for a majority of the road length as part of the Proposed Project. As currently designed, one section of this road (approximately 185 - 195 feet) can only be improved to 20 feet wide due to easement access issues. In order for the Additional Access Option to be executed, the roadway would have to meet County private road standards. The road would require improvement to a paved width of 24 feet with a corresponding design speed of 30 miles per hour and a 40-foot right of way (unless granted a design modification).

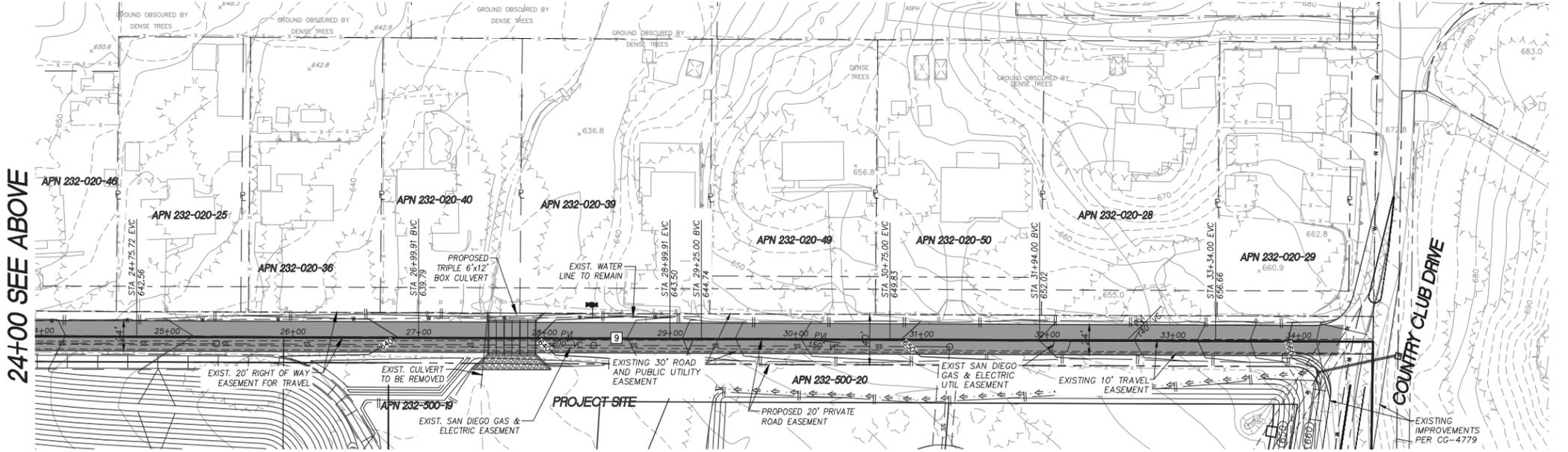
Eden Valley Lane is a private roadway providing access to adjacent residences for its entire length extending west from Country Club Drive. It is paved for a curb-to-curb width of less than the private road standard of 24 feet. With the construction of Neighborhoods 1, 2, 3 and 4, this roadway would be expected to carry 1,760 average daily trips (ADT). In order for this roadway to meet private road standards set by the County, Eden Valley Lane would need to be improved to a graded width of 28 feet and an improved (paved) width of 24 feet with a corresponding design speed of 30 mph (Figure 1a, *Off-site Roadway Improvements*). These improvements would allow Eden Valley Lane to meet the private road standards for roadways carrying between 751 to 2,500 ADT.

Mt. Whitney Road is a private roadway for its entire length extending west from Country Club Drive. It is paved for a curb-to-curb width of less than the private road standard of 24 feet. With the construction of Neighborhoods 1, 2 and 3, this roadway would be expected to carry 1,785 ADT. In order for this roadway to meet private road standards set by the County, Mt. Whitney Road would need to be improved to a graded width of 28 feet and an improved (paved) width of 24 feet with a corresponding design speed of 30 mph (Figures 1a and 1b, *Off-site Roadway Improvements*). These improvements would allow Mt. Whitney Road to meet the private road standards for roadways carrying between 751 to 2,500 ADT.

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MT WHITNEY ROAD



MT WHITNEY ROAD

PROPOSED PAVEMENT WIDENING



24+00 SEE ABOVE

24+00 SEE BELOW

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Source: Fuscoe Engineering 2015

Off-site Road Improvements

Future Street 5A currently does not exist. With the construction of Neighborhood 5, this roadway would be expected to carry 600 ADT between the north and south access points. In order for this roadway to meet private road standards set by the County, Future Street 5A would need to be improved to a graded width of 28 feet and an improved (paved) width of 24 feet with a corresponding design speed of 20 mph. These improvements would allow Future Street 5A to meet the private road standards for roadways carrying between 101 to 750 ADT. This roadway is entirely within the Project boundary; it was covered as part of the Project survey.

Hill Valley Drive is an existing dirt road that is proposed to be improved to a paved road approximately 24 feet wide for a majority of the road length (Figure 1a, *Off-site Roadway Improvements*). One section of this road (approximately 185 - 195 feet) can only be improved to 20 feet wide due to easement access issues. The San Marcos Fire Department accepted this reduced roadway section in a letter dated September 24, 2014. A design exception for this portion of roadway was granted by the County Planning & Development Services (PDS) in a letter dated October 28, 2014.

As part of Proposed Project design, a stop sign would be installed on Mt. Whitney Road where one does not exist today, when warrants are met. The Project would ensure that sight distance meeting County standards is provided at each of the four access locations along Country Club Drive. In addition, the Project proposes to construct northbound left-turn pockets at each of the four access locations. Finally, the Proposed Project also would include the construction of numerous internal intersections, with the traffic controls installed, as appropriate, at each intersection (dependent upon signal warrants). Figures 1a and 1b show the off-site improvements to roadways associated with the Proposed Project. All improvements south of Mt. Whitney Road would be the responsibility of the Harmony Grove project currently under construction.

All on-site roadways and off-site fronting roadways are planned to be built to County private road standards. As discussed previously, not all of Hill Valley Road would be constructed to County standards, and a design exception has been granted by the County PDS for one section of this road (approximately 185 – 195 feet) that would only be improved to 20 feet wide due to easement access issues.

Survey Methods

The off-site roadway alternatives were surveyed for cultural resources on April 9, 2015 by Mary Robbins-Wade, Director of Cultural Resources for HELIX, and Native American monitors P.J. Stoneburner of Saving Sacred Sites (Luiseño) and Tuchon Phoenix of Red Tail Monitoring and Research (Kumeyaay). The proposed alignments were surveyed using parallel transects spaced less than 10 m apart. In areas where the edge of the road alignment crossed fenced properties, the surveyors examined the ground surface through the fences. Ground visibility adjacent to the existing roadways was generally good, although vegetation, including landscaping, obscured the view in some areas.

Results

No cultural resources were previously recorded along the off-site road alignments, based on records searches conducted at the South Coastal Information Center (SCIC) for the Project, including a records search obtained in March 2015 in conjunction with the Section 404 permit

SENSITIVE MATERIAL – IN CONFIDENTIAL APPENDIX B

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Location of Isolated Artifact

Figure 2

process. One isolated artifact was identified along Mt. Whitney Road during the April 2015 survey. This metavolcanic flake was recorded at SCIC; the isolate record is included as Confidential Attachment A. The location of the isolate is shown in Figure 2 (in Confidential Attachment B). The isolate was not collected; it was moved out of the road right-of-way. No other cultural resources were identified within the off-site road alignments.

Resource Importance

The isolate is not considered an important resource under the County's Guidelines for Determining Significance and is not a significant resource under CEQA, nor it is RPO-significant; the research potential of the isolate has been fulfilled through its documentation.

Impact Identification

No impacts to the isolated resource are anticipated; it was moved outside the road right-of-way. If impacts to the isolate do occur, they would not constitute significant effects, as the isolate is not an important resource under County Guidelines and is not a significant resource under CEQA. No other cultural resources have been identified within or adjacent to the road alignments; therefore, there would be no impacts to cultural resources.

Mitigation Measures and Design Considerations

No impacts to cultural resources have been identified from the off-site road alignments. However, the Valiano Project is in an area with a great deal of archaeological and cultural sensitivity. Therefore, a monitoring program must be implemented for any grading or other ground-disturbing activity in conjunction with the off-site roads as well as the Project itself. The requirements of the monitoring program are detailed in the cultural resources technical report for the Project.

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