



**SAN DIEGO COUNTY
INDIAN GAMING LOCAL COMMUNITY BENEFIT
COMMITTEE**

**Application Form
For FY 2013-2014 Grants**

A. Name of Jurisdiction: Valley Center Fire Protection District
 B. Mailing Address of Jurisdiction: 28234 Lilac Road
Valley Center, CA 92082

C. Name of Project: 2014 GMC 2500HD 4WD Command Vehicle

D. Impacts are associated with which casino(s)? Pala, Pauma, Rincon, San Pasqual

E. The following uses are the priorities for receipt of grant money.
Please check all the priorities the project satisfies:

Law Enforcement	Fire Services XXX	Emergency Medical Services XXX
Environmental Impacts	Water Supplies	Waste Disposal
Behavioral Health	Public Health	Planning and Adjacent Land Uses
Roads	Recreation and Youth Programs	Child Care Programs

F. On a separate sheet, please provide the following:

- 1) A complete description of the project;
- 2) Evidence showing the relationship between the project and impacts on your jurisdiction associated with the particular casino(s) listed under "D" above, and data linking the percentage of the requested funding to the percentage of impacts associated with particular casinos (Include the data source); and
- 3) An explanation of how the proposed project will mitigate impacts of casino(s).

AB 2515 (2012) amended Government Code Section 12715(b)(1)(A) establishing all application policies and procedures for grants from the Individual Tribal Casino Account or County Tribal Casino Account. *Each grant application shall clearly show how the grant will mitigate the impact of the casino on the grant applicant.* Maps, tables, data and/or a descriptions should be attached to this application to provide an explanation and documentation for the Indian Gaming Local Community Benefit Committee. This information is necessary for the IGLCBC to review and to make a determination of how the grant mitigates proportional share and compliance with all requirements established in Government Code Section 12715(b)(1)(A).

G. Type of grant for which you are applying: (Check each that applies)

1. **60% Nexus Grant (note that only County of San Diego Offices and Departments are eligible for this type of grant)¹** N/A
2. **20% Non-Nexus Grant** N/A

These "20% Non-Nexus Grants" are intended only for local jurisdictions (County, cities and special districts) impacted by Barona and/or Sycuan Casinos.

3. **20% Non-Nexus Grant** XXX

These "20% Non-Nexus Grants" are intended for local jurisdictions (County, cities and special districts) impacted by casinos of Tribes NOT paying into the Special Distribution Fund² and for assistance to local jurisdictions for one-time large capital projects.

H. What is the project's estimated time frame? 180 Days

I. Proportionate share of the project expenditure that mitigates the impact from the casino(s): 100%

¹ County of San Diego is the only "local government jurisdiction" that meets two or more nexus criteria.

² Campo, La Jolla (proposed), La Posta, Pala, Pauma, Rincón, San Pasqual, Santa Ysabel and Viejas Bands.

- J. Amount of funding requested through this application: \$ 71,823.00
- K. What will be the total cost of the project? \$ 71,823.00
- L. If total cost of the project exceeds amount of funding requested, please name other sources of funding that will be contributed to the project and the amount provided by each source: _____

- M. On a separate sheet, please describe how you intend to meet the requirement that grant recipients must provide notice to the public, either through a slogan, signage or other mechanism, which states that the project has received funding from the Indian Gaming Special Distribution Fund and further identifies the particular Individual Tribal Casino Account from which the grant derives.

Please e-mail the complete Application to Eric.Lardy@sdcounty.ca.gov AND hand-deliver or mail a copy with the page containing the original Authorized Signature to the following address **by March 26, 2014**.

County of San Diego
Attn. Mr. Eric Lardy
1600 Pacific Highway
Room 212, MS A6
San Diego, CA 92101

I, John Byrne, hereby acknowledge that the grant funds requested herein shall be used solely for the purpose that to the best of my knowledge mitigates impacts from casino projects. In compliance with AB 158, I agree to ensure that all grant funds received shall be deposited in a separate interest-bearing account; and at the completion of the project, I agree to return any earned interest or cost savings from the project to the County for reallocation by the Indian Gaming Local Community Benefit Committee.

Submitted by: 
(Print name)
John Byrne
(Authorized Signature)

Title: District Administrator

Date: 03/24/2014

CONTACT PERSON: Name: John Byrne
Phone: 760-751-7600
Fax: 760-749-3892
E-mail Address: byrne@vcfpd.org

**SAN DIEGO COUNTY
INDIAN GAMING LOCAL COMMUNITY BENEFIT COMMITTEE
ATTACHMENT F1, F2, F3 AND M**

Introduction:

The Valley Center Fire Protection District was formed by a majority vote of the people in 1982. We have a 5 member elected Board of Directors who governs the District. The Directors are elected, volunteer members of the community and the VCFPD.

VCFPD contracts with the San Pasqual Indian Reservation Fire Dept for a Chief and six Captains. We average 30 Firefighters who District employees are making a basic minimum wage while in training. We consider all the Firefighters to be career employees, not volunteers. We also utilize a District Fire Marshal, a District Administrator, a Secretary, and a part-time bookkeeper.

VCFPD has 2 fire stations staffed with 1 San Pasqual Captain and 3 Firefighters daily on each front line engine. We own 3 front-line Type 1 Fire Engines, 1 Rescue Squad, and 1 Type 2 Fire Engine.

VCFPD also contracts with the County of San Diego for funding of a Paramedic ambulance transport service provided by Mercy Ambulance Transportation Inc. This is an exclusive operating area which covers most of Northeast unincorporated County area.

The VC Fire Protection District is 84.5 sq. miles. We serve a population of over 23,000 people. We respond to approximately 1,300 calls a year. Our average response time has increased due to traffic concerns to 9 minutes on average. Within the VCFPD service area is 1 CAL FIRE staffed station and 1 San Pasqual Indian Fire Department station. Just outside (1/2 mile) the VCFPD service area is Rincon Indian Fire Department station.

F1. Project Description:

The Valley Center Fire Protection District (VCFPD) is proposing to purchase one (1) fully-equipped command vehicle for our District. VCFPD responds to incidents such as: structure fires, wildland fires, vehicle accidents, haz mat incidents, multi-casualty incidents, natural disasters and others. VCFPD is requesting financial assistance from the Indian Gaming Local Community Benefit Committee (IGLCBC) for \$71,623.00; if funding is awarded, this will allow VCFPD to provide a fully equipped Command Vehicle to our community, enabling VCFPD to respond and provide command and control at major incidents.

The Command Vehicle will allow for safe and effective command and control of various emergencies, incidents, and natural disasters throughout North County. Including, neighboring Tribal communities' of Pala, Pauma, Rincon, and San Pasqual. The rapid deployment of the command vehicle during these

incidents provides a direct link between allied agencies and first responders and will result in the immediate response, recovery, and mitigation of these incidents.

Due to a number of factors, the current Command Vehicle is no longer adequate for the need.

- Vehicle is 2WD, provides limited mobility and accessibility to remote locations.
- Communication's equipment is inadequate and is lacking in capabilities. The lack of coordinated communications could result in delayed response, prolonging the incident and possibly jeopardizing public safety.
- Lack of storage and versatility, no room for carrying tools, equipment. Making it difficult in effective management of emergency.

Requested funding shall purchase a 2014 GMC 2500HD 4WD crew cab truck with 6' bed (\$55,000.00), shell (\$3,000.00) for storage of tools and emergency equipment. Code 3 Emergency lighting, siren packages, to include Incident Command Module, 800 MHz radios – approved by County RCS (\$13,623.00). Tax, shipping, installation of various components has been included in the overall cost.

With the aid of modern technology and equipment, fitted to a 4WD, this will create a functional command vehicle. The Command Vehicle will be invaluable in the utilization of assisting Valley Center Fire Protection District to operate in remote locations for extended periods of time.

The high level of connectivity in command vehicle shall enable communications with a central base and personnel in the field. Active repeaters fitted to the vehicle boost signal strength, supporting communications in the most remote areas to participating agencies. The enhanced Command Vehicle communication system will interconnect different radio channels over various radio frequency bands providing real time, field unit-to-unit communications to participating agencies. In effect, this will provide immediate interagency interaction and facilitate quicker response and mitigation of the incident. In the event local infrastructure has been destroyed, the Command Vehicle would allow Valley Center Fire Protection District personnel to mobilize where needed.

The command vehicle will have proper storage to be able to affectively carry incident command equipment, medical equipment, tools, wildland and structural fire gear, self-contained breathing apparatus, and associated firefighting tools, etc. This new vehicle will aid in resolving mobility and accessibility to certain locations, as well as accomplishing the objective, to minimize the threat to the health and safety of the public during an emergency. The expeditious response and mitigation of incidents results in less loss of property, lives, etc.

The ability to have reliable and properly equipped emergency response Command Vehicle will directly benefit both the patrons of Casinos and well as residents of Valley Center and Tribal Lands.

Upon notification of award, the command vehicle will be purchased and will take approximately 180 days for outfitting and delivery.

F2. Evidence showing the relationship between the project and impacts on you jurisdiction associated with the particular casino(s) listed under "D" above, and data linking the percentage of the requested funding to the percentage of impacts associated with particular casinos (including the data source); and

The San Diego North County, within the last 11 years has seen plenty of wildland fire activity. Fires have had an adverse effect on both local and tribal communities, including gaming venues. The 2003 Paradise Fire affected the Tribal communities of Rincon and San Pasqual and areas of Valley Center, Deer Springs, Lake Wohlford, burning 56,700 acres. The Paradise fire destroyed 415 various structures, 75 vehicles, and injured 20 fire-fighters, 4 civilians, and killing 2 civilians. 2007 also saw wildfire activity. The Poomacha Fire started on the La Jolla Tribal Community, burned towards Valley Center, including the tribal communities of La Jolla, Rincon, and Pauma. The Poomacha destroyed 50,176 acres, 220 buildings and injured 21 fire-fighters. The Rice Canyon Fire, adjacent to the Pala community, destroyed 9,472 acres, 248 buildings, injured 5 fire-fighters and forced the closure of Interstate 15.

Considering the fire history of the area, severe drought conditions, year long threat of wildfires in and around the tribal communities, 24 hour district coverage of four tribal gaming venues, three multiple story hotels of Valley View, Pala, and Harrah's Rincon. In addition to the adjacent tribal reservation lands, it's in the opinion of the VCFPD the proportionate share of the projects mitigating the impact of the District should be 100% of the requested funds.

Additionally, increased traffic flow to Valley View, Rincon, Pauma, and Pala Casino's requires the VCFPD to maintain a higher level of staffing and equipment to support our mission. Currently, Valley View and Harrah's Rincon have both undergone major expansions, to include dining, hotel expansions and concert venues.

As the Casinos grow, and the economic bases of the tribes expand, so does the traffic through our district. Resulting, in an increase of emergency call volume.

F3. An Explanation of how the proposed project will mitigate impacts of casino(s).

AB 2515 (2012) amended Government Code Section 12715(b) (1) (A) establishing all application policies and procedures for grants from the Individual Tribal Casino Account or County Tribal Casino Account. *Each grant application shall clearly show how the grant will mitigate the impact of the casino on the grant applicant.* Maps, tables, data and/or a descriptions should be attached to this application to provide an explanation and documentation for the Indian Gaming Local Community Benefit Committee. This information is necessary for the IGLCBC to review and to make a determination of how the grant mitigates proportional share and compliance with all requirements established in Government Code Section 12715(b)(1)(A).

The VCFPD has a formal signed automatic aid agreement with the Pala, Pauma, Rincon, and San Pasqual Tribal Fire Departments for immediate fire and rescue services. The District also participates in both mutual aid and automatic aid as part of the North Zone Automatic Aid Plan. As such, our equipment and personnel routinely lend assistance to all emergency agencies in the North County geographical region.

Due to the geographical relationship connecting the tribal casinos and the Valley Center Fire Protection District, both visitors and employees traveling through our jurisdiction every day will benefit from new Command Vehicle.

The requested funding for a command vehicle has a positive cost benefit to the Tribal Communities and the gaming venues and will serve the region well in the response and mitigation of emergencies in years to come.

Geography/Terrain

Valley Center is located at 33°14'26" North, 117°0'51" West (33.240485, -117.014262)¹. According to the United States Census Bureau, the town has a total area of 75.8 km² (29.3 mi²). 75.8 km² (29.3 mi²) of it is land and none of it is covered by water. Most of the terrain in the District is rugged, offering steep hillsides and deep canyons.

M. Notice to the Public:

The Valley Center Fire Protection District will accommodate the public announcement by submitting press releases to the North County Times, Valley Center Roadrunner, and Meadow Lark Newspapers. Press release shall include picture with Tribal leaders. A press release will be included on fire districts website as well as announced at community meetings and forums.

Valley Center



Valley Center Road (village)



Mirar de Valle Road (west end)



Circle R Road (steep terrain)

Overview

The existing Valley Center road network fails to provide adequate routes to/from the I-15, which produces traffic congestion on its primary corridor — Valley Center Road through Escondido. The existing network also contains too few roads that distribute traffic within the community, especially routes that travel to and through Valley Center's two villages. As a result, full build-out of the GP2020 Draft Land Use Map produced failing LOS on Valley Center, Cole Grade, Lilac, and Old Castle Roads.

The proposed solution for Valley Center combines new road connections to the I-15, additional routes within and around village areas, and land use modifications in the villages. As shown in Figure VC-1, new connections to the I-15 include an extension of Cool Valley Road to Old Highway 395 and extensions of both Mirar de Valle and Betsworth Roads to Mountain Meadows Road in the Hidden Meadows community. All of these connections reflect the Group's preference to maintain a network of two-lane roads. Based on traffic model forecasts, approximately 20 percent of Valley Center Roads would continue to operate at a failing level of service, but there is additional capacity on some roads that provide optional routes of travel during periods of congestion.

Planning Group Preferences

The Planning Group expressed a strong desire to produce a plan that balances the land use and road network. With the exception of Valley Center Road, Cole Grade Road, and the eastern segment of Lilac Road, the Planning Group also strongly endorsed retaining a network of two-lane roads. The Planning Group also endorsed two new connections to the I-15 (extensions of Mirar de Valle and Cool Valley Roads) and land use modifications to reduce traffic on the extension of Mirar de Valle to the Hidden Meadows community. Although the group primarily endorsed reductions in commercial land use, they also requested a reduction in residential density to a maximum of 10.9 dwelling units per acre.

Key Issues*Unresolved Traffic Congestion*

Valley Center Road (east of Miller Road to Lilac Road) will operate at LOS E/F, but land use changes did reduce forecast traffic volumes to 42K ADTs, or 20% over the LOS D threshold. With the exception of the new Cool Valley Road connection to Old Highway 395, Valley Center I-15 traffic from the north must pass through this segment of Valley Center Road as steep terrain makes the provision of alternate routes infeasible. Also, the community resoundingly rejected widening Valley Center Road to six lanes.

Mirar de Valle and Betsworth Roads will operate at LOS E/F, but staff recommends limiting the width to two lanes, while retaining a wider right of way for four lanes on Mirar de Valle Road. The staff recommendation is sensitive to the Planning Group's desire to retain a network of two-lane rural roads and the Hidden Meadows community's concern over excessive traffic from Valley Center flooding the I-15 interchange.

Environmental Constraints

A road in the southern village is proposed to parallel Valley Center Road along the eastern edge of the Orchard Run development. This road is an essential link in a road network that would resolve traffic congestion on Valley Center Road, south of Lilac Road, but the road crosses the Keys Creek riparian wetland area.

Fire Access

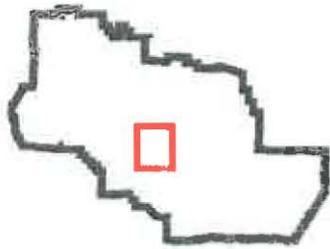
The Paradise Mountain community of 2,000+ residents is accessed by a single public route from Lake Wohlford Road — Paradise Mountain Road. Additional routes to Lake Wohlford Road are private roads (gated), with some that traverse the San Pasqual reservation. During the October fires, these roads became available for emergency egress, but more reliable routes are necessary for the large population living in this fire-prone area.

Board Alternative Map Network

The Board Alternative Map designates a 13.6-acre parcel (Bates Nut Farm) as General Commercial. Based on SANDAG trip generation projections, the General Commercial designation would generate an additional 7,000 to 9,000 ADTs. As a result, staff recommends widening Woods Valley Road to a four-lane road. In addition, a new road proposed in the southern village would need to be four lanes to accommodate forecast traffic volumes.

**Proposed Land Use Modifications
(Draft Land Use Map)**

Proposed land use changes to the June 2005 Draft Land Use Map are located in two village areas. The primary purpose of these changes is to reduce congestion on Valley Center and Mirar de Valle Roads. In the northern village, commercial and industrial land uses are scaled back to reduce average daily trips that contribute to excessive levels of congestion. In response to the Planning Group's recommendation, residential densities in the southern village are limited to 10.9 dwelling units per acre, but the 14.5 dwelling unit per acre density is retained in the northern village to meet the community's share of the State's five-year housing requirements.



Also see summary table on next page

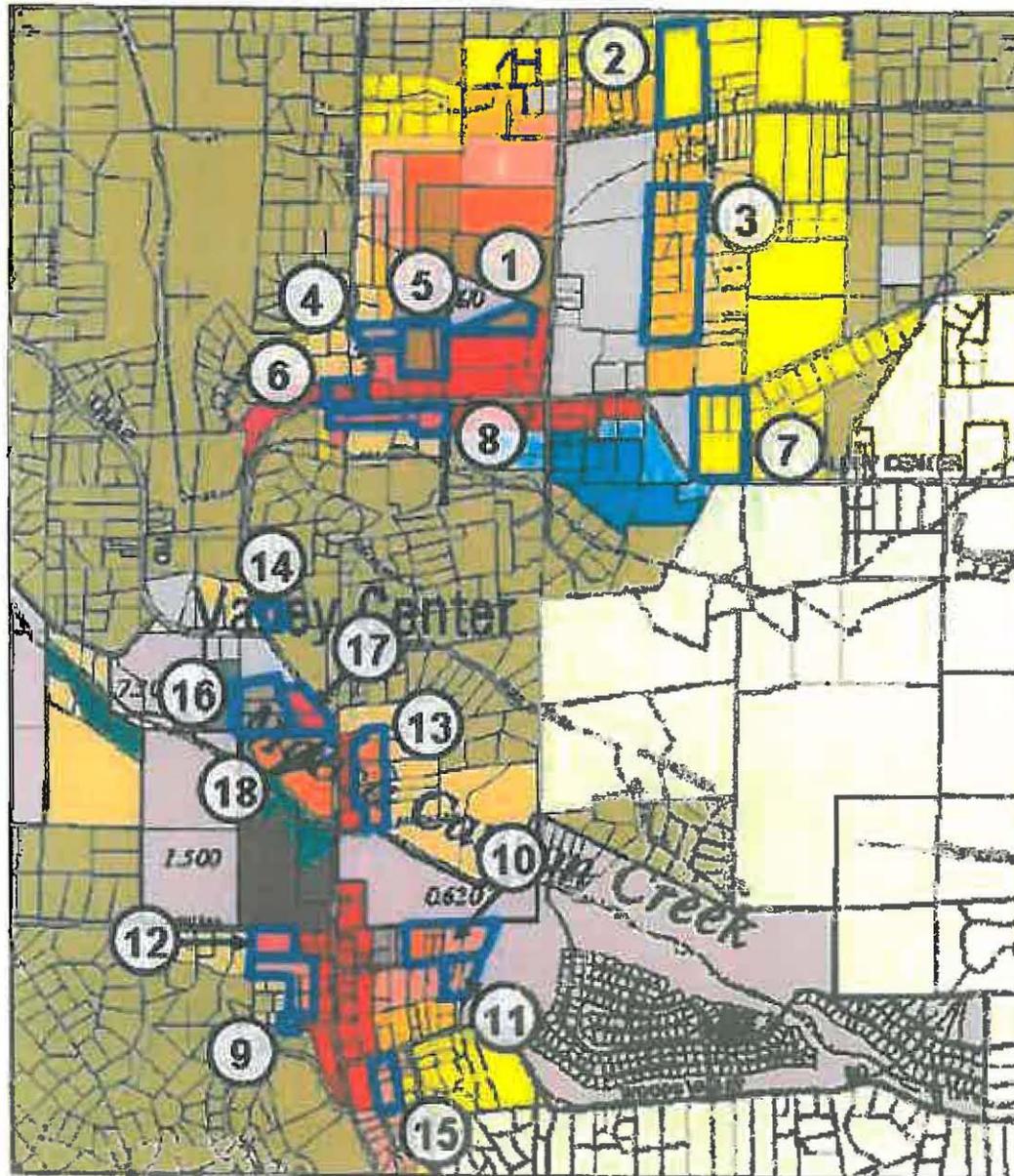


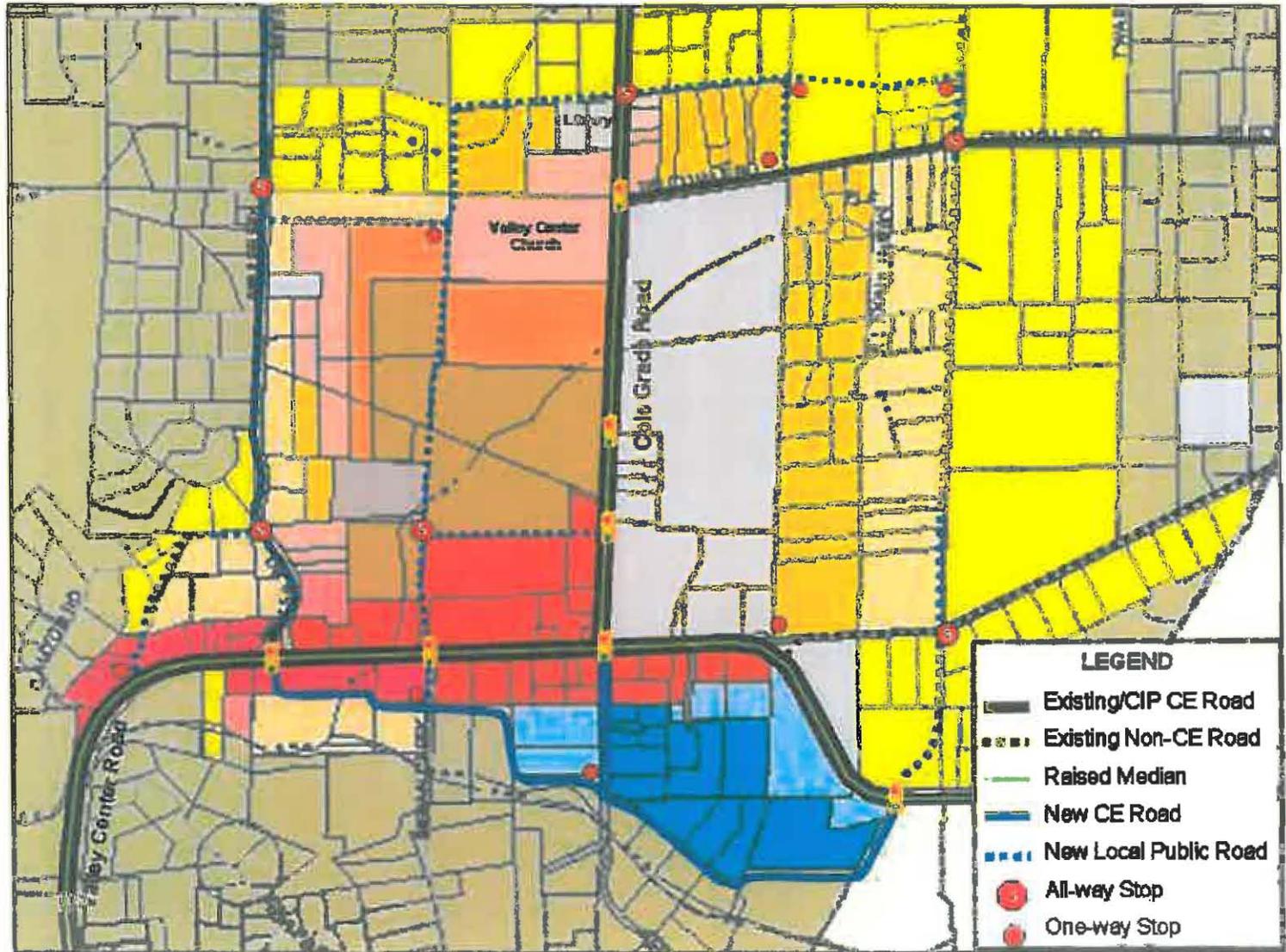
Table of Proposed Land Use Designation Changes

Area #	Acres	Existing General Plan	June 2005 Draft Land Use Map (Board Alternative Map)*	Staff Recommendation**
1	5.0	(14) Service Commercial	C-1 General Commercial	VR-14.5
2	20.3	(17) 1 du/2,4 ac	VR-2 (VR-2.9)	SR-1
3	30.0	(2) 1 du/ac	VR-4.3	VR-2.9
4	2.7	(3) 2 du/ac	C-2 Office Professional	VR-4.3
5	8.1	(5) 4.3 du/ac	C-1 General Commercial	VR-14.5
6	2.8	(14) Service Commercial	C-1 General Commercial	C-4 Rural Commercial
7	18.0	(17) 1 du/2,4 ac	I-1 Limited Impact Industrial	SR-1
8	9.2	(6) 7.3 du/ac	C-1 General Commercial	C-4 Rural Commercial
9	10.0	(2) 1 du/ac	C-1 General Commercial	VR-4.3
10	5.8	(2) 1 du/ac	VR-10.9	VR-7.3
11	4.2	(2) 1 du/ac	VR-7.3	VR-4.3
12	4.4	(2) 1 du/ac	C-1 General Commercial	C-2 Office Professional
13	11.7	(17) 1 du/2,4 ac	C-1 General Commercial	VR-7.3
14	2.0	(14) Service Commercial	C-3 Neighborhood Commercial	C-2 Office Professional
15	4.8	(2) 1 du/ac	C-2 Office Professional	VR-4.3
16	10.3	(17) 1 du/2,4 ac	VR-14.5	VR-10.9
17	5.6	(14) Service Commercial	C-1 General Commercial	C-4 Rural Commercial
18	1.2	(14) Service Commercial	C-3 Neighborhood Commercial	C-4 Rural Commercial

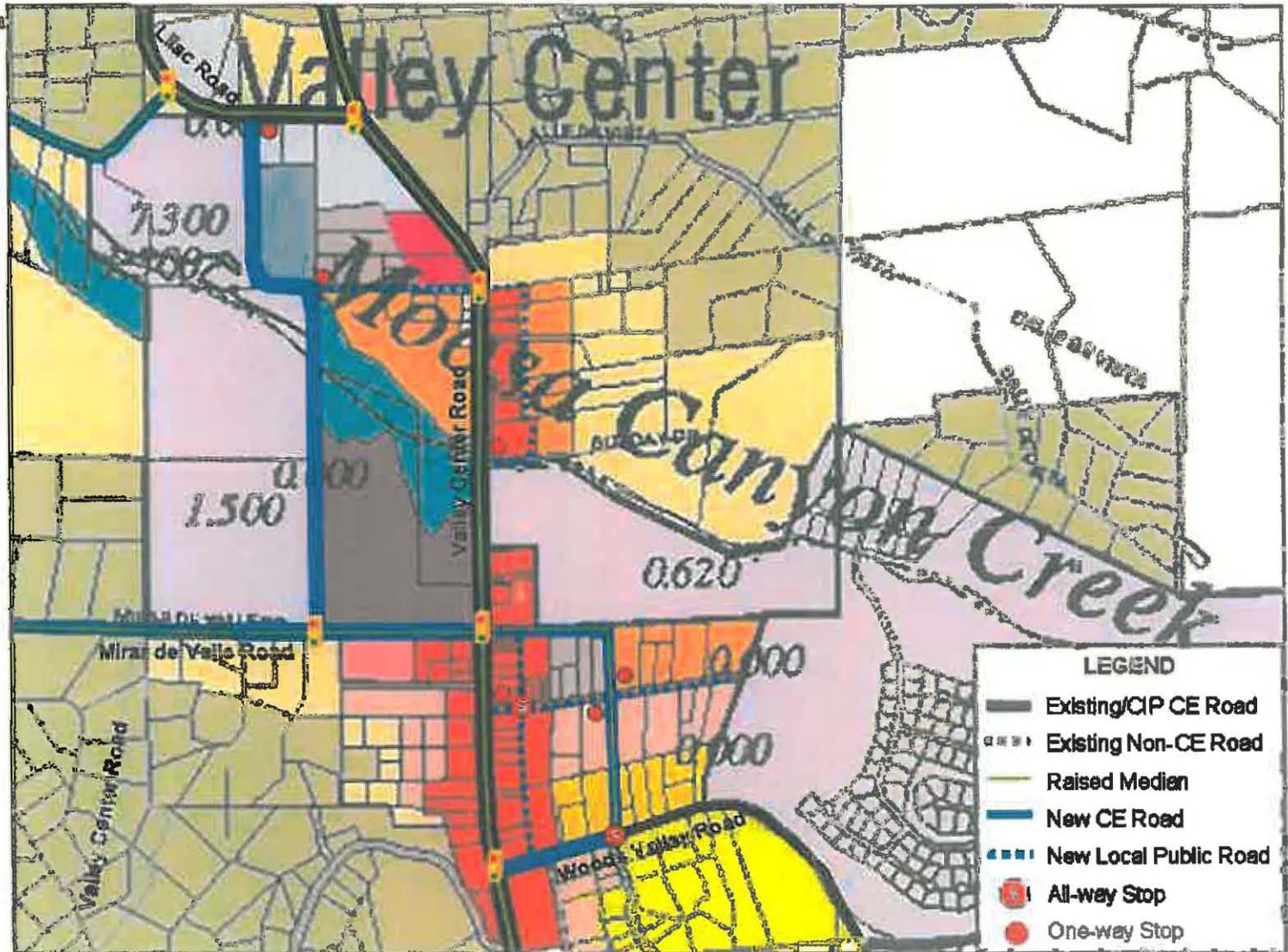
* The Board Alternative Map and June 2005 Draft Land Use Map designation are the same in most areas. In cases where the two maps differ, the Board Alternative Map designation appears in parenthesis.

** Planning Group supported the proposed changes to the August 2006 Draft Land Use Map, subject to further refinement.

**Town Center
Circulation:
North Village**



Town Center Circula
South Village



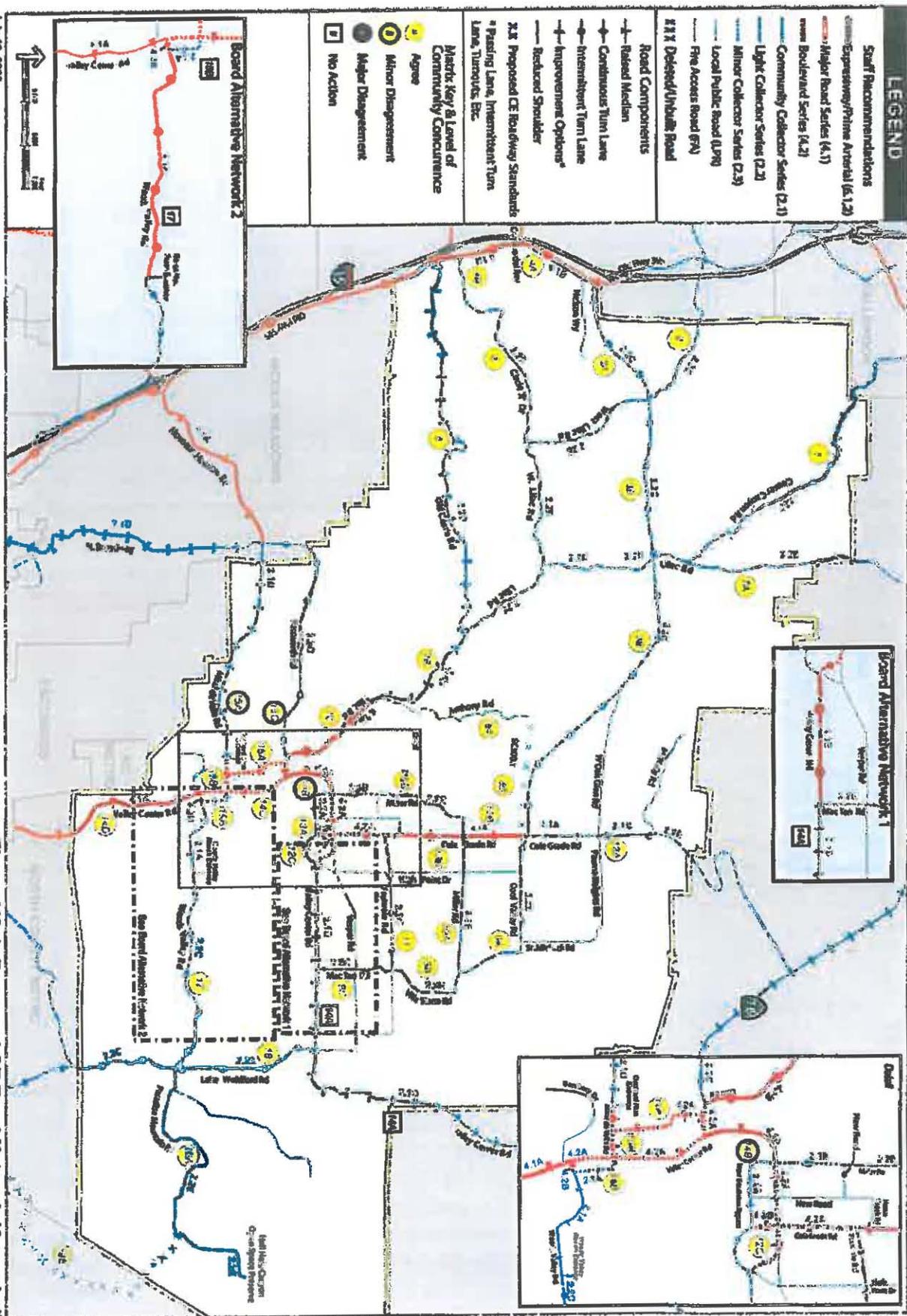


Figure VC-1: Proposed CE Road Network (Amended)

Valley Center

C-109

North County Communities

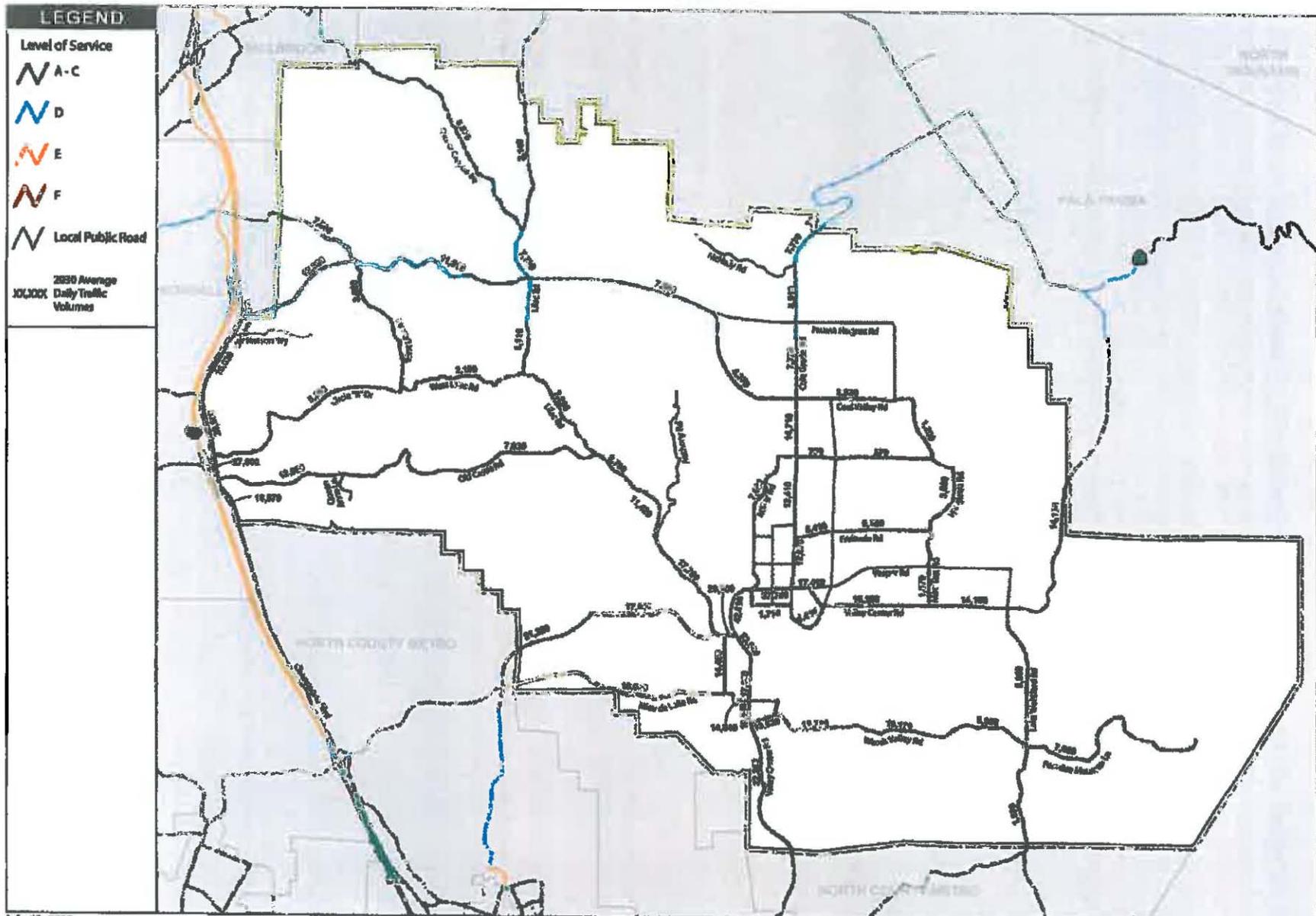


Figure VC-2: Level of Service and Average Daily Traffic Volumes - Proposed CE Road Network

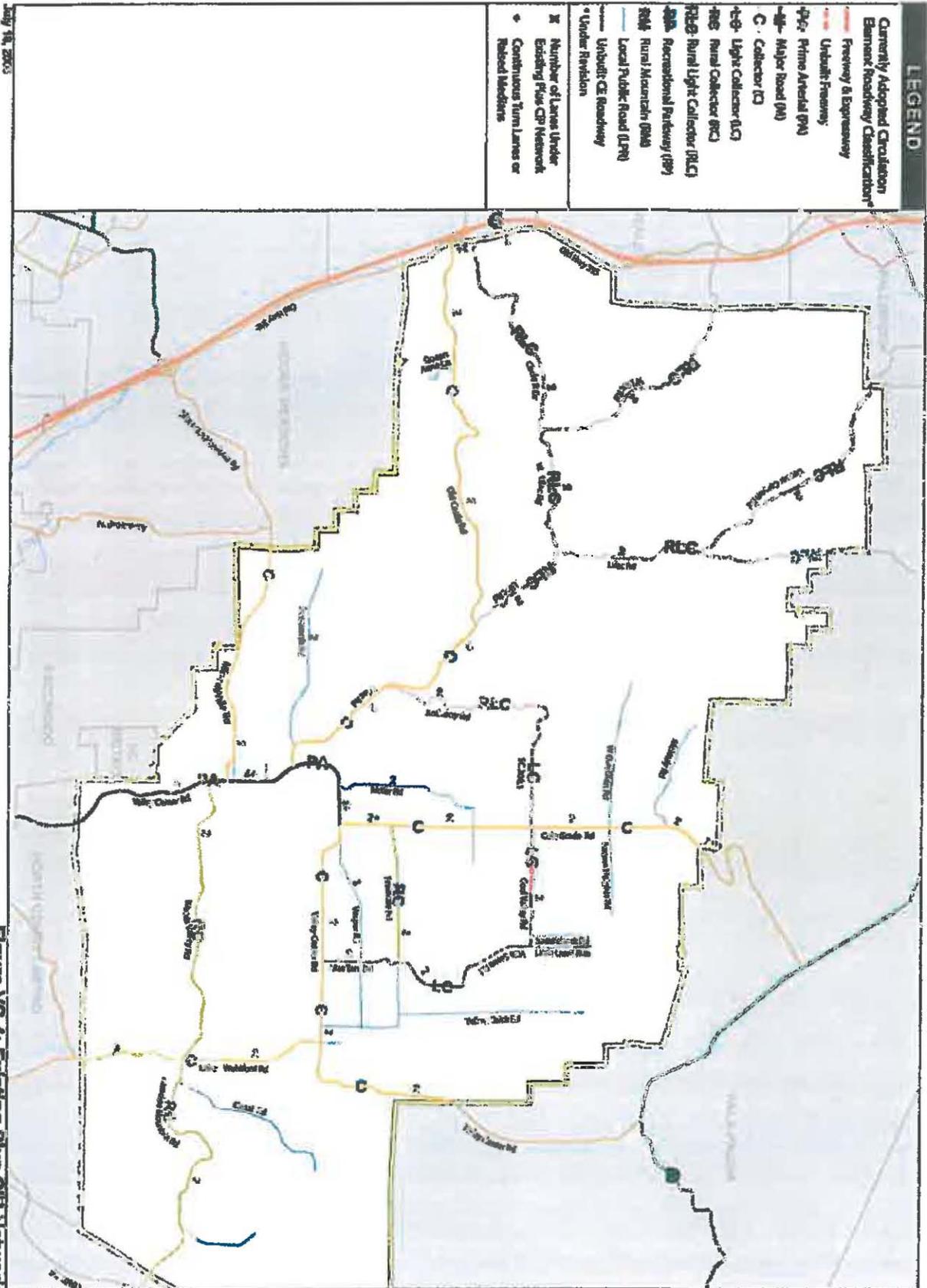


Figure VC-4: Existing Plus CIP Network

CE Road Segment	Road Network Recommendations	Basis for Staff Recommendation
1 Couser Canyon Road (SC 240) <u>Segment:</u> Entire length <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Rural Light Collector Road (2 lanes)	Minor Downgrade 2.2F Light Collector with Reduced Shoulder (2 lanes) <i>Reduced shoulder is five feet wide for bike lane</i>	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Two lanes are sufficient to operate at LOS D or better • <i>Minimize Environmental Impacts</i> – The slower design speed and narrower R.O.W. will result in less grading
2 West Lilac Road (SC 270.1 / 280.2) <u>Segment:</u> Old Hwy. 395 to Lilac Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Rural Light Collector Road (2 lanes)	Equivalent Classification 2.2E Light Collector (2 lanes)	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Two lanes are sufficient to operate at LOS D or better
3A New Road <u>Segment:</u> Old Highway 395 to West Lilac Road <u>Existing Condition:</u> Unbuilt <u>Current Classification:</u> None	New CE Road 2.2C Light Collector with Intermittent Turn Lanes (2+ lanes)	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Two lanes are sufficient to operate at LOS D or better • <i>Maximize Traffic Movement</i> – Increases connectivity to the I-15 • <i>Build Community Consensus</i> – Staff worked with community residents to build consensus on proposed road alignment
3B New Road <u>Segment:</u> West Lilac Road to Cole Grade Road at Cool Valley Road <u>Existing Condition:</u> Generally unbuilt, but partially built (Hilldale Rd) as two-lane road <u>Current Classification:</u> None	New CE Road 2.2C Light Collector with Intermittent Turn Lanes (2+ lanes) <i>Cool Valley Road would be realigned to intersection of Hilldale and Cole Grade Roads</i>	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Two lanes are sufficient to operate at LOS D or better • <i>Maximize Traffic Movement</i> – Increases connectivity to the I-15 • <i>Build Community Consensus</i> – Prefers Cool Valley Road alignment to avoid routing regional traffic in front of the high school
4A Old Highway 395 <u>Segment:</u> I-15 to Camino del Rey <u>Existing Condition:</u> 2 lanes plus turn lanes <u>Current Classification:</u> Rural Collector Road (2 lanes)	Upgrade Classification 4.1B Major Road with Intermittent Turn Lanes (4+ lanes)	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Four lanes are necessary to operate at LOS D or better

CE Road Segment	Road Network Recommendations	Basis for Staff Recommendation
4B Old Highway 395 <u>Segment:</u> Camino del Rey to Old Castle <u>Existing Condition:</u> 2 lanes plus turn lanes <u>Current Classification:</u> Collector Road (4 lanes)	Equivalent Classification 4.1B Major Road with Intermittent Turn Lanes (4+ lanes)	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Four lanes are necessary to operate at LOS D or better
5 Circle R Road (SC 280.1) <u>Segment:</u> Entire road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Rural Light Collector Road (2 lanes)	Equivalent Classification 2.2E Light Collector (2 lanes)	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Two lanes are sufficient to operate at LOS D or better
6 Old Castle Road (SF 1415) <u>Segment:</u> Entire road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	Downgrade Classification 2.2D Light Collector with Improvement Options (2+ lanes) <i>Passing Lanes are the preferred improvement option</i>	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Two lanes with intermittent turn lanes are sufficient to operate at LOS D or better, given construction of parallel routes (Cool Valley and Mirar de Valle extensions) • <i>Cost / Environmental Constraints</i> – Rugged terrain would make widening road expensive to build due to excessive amount of cutting into steep hills
7A Lilac Road (SA 110) <u>Segment:</u> Community boundary to Old Castle Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Rural Light Collector Road (2 lanes)	Equivalent Classification 2.2E Light Collector (2 lanes)	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Two lanes are sufficient to operate at LOS D or better

CE Road Segment	Road Network Recommendations	Basis for Staff Recommendation
<p>7B Lilac Road (SF 1415) <u>Segment:</u> Old Castle to Anthony Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)</p>	<p>Downgrade Classification 2.1D Community Collector with Improvement Options (2+ lanes) <i>Raised Median is preferred improvement option</i></p>	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Two lanes with operational improvements are sufficient for road to operate at LOS D or better. Classification necessary to reserve R.O.W. for potential long range road improvements
<p>7C Lilac Road (SF 1415) <u>Segment:</u> Anthony Road to Valley Center Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)</p>	<p>Equivalent Classification 4.1B Major Road with Intermittent Turn Lanes (4+ lanes) (Anthony Road to Betsworth Road) Minor Downgrade 4.2A Boulevard with Raised Median (4+ lanes) (Betsworth Road to Valley Center Road)</p>	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Four lanes are required for the road to operate at LOS D or better • <i>Land Use</i> – Lower design speed (Boulevard) and raised median will enhance community character within the village <p>Note: Small segment classified as a Boulevard (east of Betsworth) will operate at LOS E (29.8K ADTs), with proposed land use changes</p>
<p>8A Anthony Road (SC 290) <u>Segment:</u> Entire Length <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Rural Light Collector Road (2 lanes)</p>	<p>Remove from CE Network Retain as Local Public Road (2 lanes)</p>	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Steep terrain and slow travel speed resulted in a low traffic volume forecast that would not justify retaining road on CE • <i>Minimize Environmental Impacts</i> – A wider, faster road with straighter curves would require extensive grading, cut and fill
<p>8B SC 300.1 <u>Segment:</u> Entire Length <u>Existing Condition:</u> Unbuilt road to connect Anthony and Cole Grade Roads <u>Current Classification:</u> Light Collector Road (2 lanes)</p>	<p>Delete CE Road</p>	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Traffic model forecasts of the extension of Anthony Road showed low traffic volumes that make construction of the road impractical

CE Road Segment	Road Network Recommendations	Basis for Staff Recommendation
<p>9A Cool Valley Road (SC 300) <u>Segment:</u> Entire Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Light Collector Road (2 lanes)</p>	<p>Equivalent Classification 2.2E Light Collector (2 lanes) <i>Realign road to connect with Hilldale Road at Cole Grade Road</i></p>	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Two lanes are sufficient to operate at LOS D or better
<p>9B Villa Sierra Road (SC 300) <u>Segment:</u> Entire length <u>Existing Condition:</u> 2 lanes (gated) <u>Current Classification:</u> Light Collector Road (2 lanes)</p>	<p>Equivalent Classification 2.2E Light Collector (2 lanes)</p>	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Two lanes are sufficient to operate at LOS D or better
<p>9C Mac Tan Road (SC 300) <u>Segment:</u> Entire length <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Light Collector Road (2 lanes)</p>	<p>Equivalent Classification 2.2E Light Collector (2 lanes)</p>	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Two lanes are sufficient to operate at LOS D or better
<p>10A Miller Road <u>Segment:</u> Cole Grade Road to Villa Sierra Road <u>Existing Condition:</u> 2 lanes / unbuilt <u>Current Classification:</u> Private road</p>	<p>New CE Road 2.2E Light Collector (2 lanes)</p>	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Two lanes are sufficient to operate at LOS D or better • <i>Maximize Traffic Movement</i> – Provides a parallel route to Valley Center Road and would improve connectivity to Cole Grade Road
<p>10B Miller Road <u>Segment:</u> Cole Grade Road west then south to Valley Center Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Local public road</p>	<p>Add to CE Network 2.3B Minor Collector with Intermittent turn Lanes (2+ lanes) (Valley Center to new road near Misty Oak) 2.2E Light Collector (2 lanes) (New road near Misty Oak Road to Cole Grade Road)</p>	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Two lanes are sufficient to operate at LOS D or better • <i>Maximize Traffic Movement</i> – Improves connectivity to/within the town center

CE Road Segment	Road Network Recommendations	Basis for Staff Recommendation
<p>11 Fruitvale Road (SC 310) <u>Segment:</u> Entire length <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Rural Collector Road (2 lanes)</p>	<p>Minor Upgrade 2.2C Light Collector with Intermittent Turn Lanes (2+ lanes) <i>Design exceptions required to slow traffic in vicinity of schools</i></p>	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Two lanes are sufficient to operate at LOS D or better
<p>12A Cole Grade Road (SA 120) <u>Segment:</u> SR76 to Cool Valley Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)</p>	<p>Downgrade Classification 2.2E Light Collector (2 lanes) (SR76 to McNally Road) 2.1C Community Collector with Intermittent Turn Lanes (2+ lanes) (McNally Road to Pauma Heights Road) 2.1A Community Collector with Raised Median (2+ lanes) (Pauma Heights to Cool Valley Road)</p>	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Two lanes are sufficient to operate at LOS D or better • <i>Support Land Use Goals</i> – A raised median is an important component in preserving community character
<p>12B Cole Grade Road (SA 120) <u>Segment:</u> Cool Valley Road to Valley Center Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)</p>	<p>Minor Upgrade 4.1A Major Road with Raised Median (4+ lanes) (Cool Valley to Horse Creek Trail) Minor Downgrade 4.2A Boulevard with Raised Median (4+ lanes) (Horse Creek Trail to Valley Center Road)</p>	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Four lanes are necessary to operate at LOS D or better • <i>Support Land Use Goals</i> – A raised median is an important component in preserving community character

CE Road Segment	Road Network Recommendations	Basis for Staff Recommendation
<p>12C Cole Grade Road Extension <u>Segment:</u> Valley Center Road to New South Bypass Road (New Road 13A) <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Not on CE</p>	<p>New CE Road 4.2B Boulevard with Intermittent Turn Lanes (4+ lanes)</p>	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Four lanes are required to operate at LOS D or better
<p>13A New Road <u>Segment:</u> Valley Center Road at New Road 13B to Valley Center Road at Miller Road <u>Existing Condition:</u> Unbuilt <u>Current Classification:</u> None</p>	<p>New CE Road 2.2A Light Collector with Raised Median (2+ lanes) <i>Continuous Turn Lane recommended in lieu of Raised Median in industrial area</i></p>	<ul style="list-style-type: none"> • <i>Road Capacity</i> – New road would provide parallel route to relieve congestion on Valley Center Road • <i>Support Land Use Goals</i> – Continuous turn lane more appropriate for industrial land uses
<p>13B New Road (Wilhite Lane extension) <u>Segment:</u> Valley Center Road at New Road 13A to Cool Valley Road <u>Existing Condition:</u> Partially constructed two lane road <u>Current Classification:</u> Private road</p>	<p>New Local Public Road (2 lanes)</p>	<ul style="list-style-type: none"> • <i>Maximize Traffic Movement</i> – Provides a parallel route to Valley Center Road and would improve connectivity to Cole Grade Road
<p>14A Valley Center Road (SF 639) <u>Segment:</u> Community boundary to New Road 13A <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)</p>	<p>Downgrade Classification 2.1D Community Collector with Improvement Options (2+ lanes) <i>Raised Median is preferred improvement option</i></p>	<ul style="list-style-type: none"> • <i>Community consensus</i> – Prefers network of two-lane roads <p>Note: Small segment will operate at LOS E (16.1K ADTs). Classification would reserve R.O.W. necessary for four-lane road</p>
	<p><i>Board Alternative Map:</i> Equivalent Classification 4.1B Major Road with Intermittent Turn Lanes (4+ lanes) Mac Tan Road to New Road 13A</p>	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Four lanes are necessary for segment to operate at LOS D or better

CE Road Segment	Road Network Recommendations	Basis for Staff Recommendation
<p>14B Valley Center Road (SF 639) <u>Segment:</u> New Road 13A to Lilac Road <u>Existing Condition:</u> 4 lanes with turn lanes (CIP) <u>Current Classification:</u> Prime Arterial (6 lanes)</p>	<p>Downgrade Classification 4.2A Boulevard with Raised Median (4+ lanes) (New Road 13A to Miller Road) 4.1A Major Road with Raised Median (4+ lanes) (Miller Road to Lilac Road) <i>Includes proposed reductions in land use intensity</i></p>	<ul style="list-style-type: none"> • <i>Community Consensus</i> – Planning group does not support widening road to six lanes, but also does not support the failing LOS • <i>Support Land Use Goals</i> – Four lanes provides sufficient R.O.W. for existing businesses <p>Note: Segment will operate at LOS F (36.8 – 42.0K ADTs)</p>
<p>14C Valley Center Road (SF 639) <u>Segment:</u> Lilac Road to Banbury Drive <u>Existing Condition:</u> 2 lanes with turn lanes <u>Current Classification:</u> Prime Arterial (6 lanes)</p>	<p>Downgrade Classification 4.2A Boulevard with Raised Median (4+ lanes) <i>Includes proposed reductions in land use intensity</i></p>	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Four lanes and a parallel route (new road 16A) are necessary to operate at LOS D or better • <i>Build Community Consensus</i> – Planning group does not support widening road to six lanes
<p>14D Valley Center Road (SF 639) <u>Segment:</u> Banbury Drive to Community Boundary <u>Existing Condition:</u> 4 lanes with raised median <u>Current Classification:</u> Prime Arterial (6 lanes)</p>	<p>Downgrade Classification 4.1A Major Road with Raised Median (4+ lanes)</p>	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Four lanes with a median are sufficient to operate at LOS D or better

CE Road Segment	Road Network Recommendations	Basis for Staff Recommendation
<p>15A Mirar de Valle Road (SC 990.2) <u>Segment:</u> Community boundary to Orchard Run entrance <u>Existing Condition:</u> 2 lanes / unbuilt <u>Current Classification:</u> Collector Road (4 lanes)</p>	<p>Downgrade Classification 2.1D Community Collector with Improvement Options (2+ lanes) <i>Raised Median is preferred improvement option</i> <i>Includes proposed reductions in land use intensity</i></p>	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Proposed classification with raised median provides maximum capacity for two-lane road • <i>Minimize Environmental Impacts</i> – Two lanes are less impactful than four lanes where road traverses through steep terrain • <i>Build Community Consensus</i> – Valley Center and Hidden Meadows communities opposed to four lanes <p>Note: Proposed classification will operate at LOS E (16.0 ADTs). Classification would reserve R.O.W. necessary for four-lanes.</p>
<p>15B Mirar de Valle Road (SC 990.2) <u>Segment:</u> Orchard Run entrance to Valley Center Road <u>Existing Condition:</u> 2 lanes with turn lanes <u>Current Classification:</u> Collector Road (4 lanes)</p>	<p>Minor Upgrade 4.2A Boulevard with Raised Median (4+ lanes) <i>Includes proposed reductions in land use intensity</i></p>	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Four lanes are required to operate at LOS D or better • <i>Support Land Use Goals</i> – Boulevard classification is consistent with Village densities
<p>15C Betsworth Road <u>Segment:</u> Lilac Road to Broadway <u>Existing Condition:</u> 2 lanes /unbuilt <u>Current Classification:</u> Local public road</p>	<p>New CE Road / Add to CE Network 2.2C Light Collector with Intermittent turn Lanes (2+ lanes) <i>Includes proposed reductions in land use intensity</i></p>	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Four lanes required to operate at LOS D or better, but other routes to I-15 have excess capacity • <i>Minimize Environmental Impacts</i> – Two lanes are less impactful than four lanes where road traverses through steep terrain • <i>Build Community Consensus</i> – Community opposed to four lanes <p>Note: Proposed classification will operate at LOS E/F (17.0 – 21.3 ADTs)</p>

CE Road Segment	Road Network Recommendations	Basis for Staff Recommendation
<p>16A New Road <u>Segment:</u> Lilac to Mirar de Valle Road <u>Existing Condition:</u> Unbuilt <u>Current Classification:</u> Not on CE</p>	<p>New CE Road 4.2B Boulevard with Intermittent Turn Lanes (4+ lanes) <i>Includes proposed reductions in land use intensity</i></p>	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Four lanes are required to operate at LOS D or better • <i>Maximize Traffic Movement</i> – Provides a parallel route that absorbs traffic from Valley Center Road • <i>Build Community Consensus</i> – Planning group does not support widening Valley Center Road to six lanes
<p>16B New Road <u>Segment:</u> Valley Center Road at Mirar de Valle to Woods Valley Road <u>Existing Condition:</u> Unbuilt <u>Current Classification:</u> Not on CE</p>	<p>New CE Road 2.3A Minor Collector with Raised Median (2+ lanes) <i>Includes proposed reductions in land use intensity</i></p>	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Four lanes required to operate at LOS D or better, without land use intensity reductions • <i>Maximize Traffic Movement</i> – Provides a parallel route to Valley Center Road and would improve connectivity to Woods Valley Road
<p>17 Woods Valley Road (SC 1010) <u>Segment:</u> Entire length <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Rural Collector Road (2 lanes)</p>	<p><i>Draft Land Use Map:</i> Equivalent / Upgrade Classification 2.2C Light Collector with Intermittent Turn Lanes (2+ lanes) (Lake Wohlford Road to New Road 16) 4.2B Boulevard with Intermittent Turn Lanes (4+ lanes) (New Road 16B to Valley Center Road)</p> <p><i>Board Alternative Map:</i> Upgrade Classification 4.1B Major Road with Intermittent Turn Lanes (4+ lanes)</p>	<ul style="list-style-type: none"> • <i>Road Capacity</i> – With exception of small segment, two lanes are sufficient to operate at LOS D or better • <i>Minimize Environmental Impacts</i> – Current road alignment follows natural terrain, but widening would require significant grading and tree cutting • <i>Build Community Consensus</i> – Community opposed to four lanes <p>Note: Small segment west of Wood Valley Ranch entrance will operate at LOS E (15.2 ADTs)</p>

CE Road Segment	Road Network Recommendations	Basis for Staff Recommendation
<p>18 Lake Wohlford Road <u>Segment:</u> Entire length <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)</p>	<p>Downgrade Classification 2.2C Light Collector with Intermittent Turn Lanes (2+ lanes) <i>Design exceptions required to slow traffic in vicinity of schools</i></p>	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Two lanes are sufficient to operate at LOS D or better
<p>19A Paradise Mountain Rd. (SC 1010.1) <u>Segment:</u> Built portion <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Rural Collector Road (2 lanes)</p>	<p>Equivalent Classification 2.2E Light Collector (2 lanes) <i>Extend existing road to Hellhole Canyon Open Space Preserve</i></p>	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Two lanes are sufficient to operate at LOS D or better
<p>19B Paradise Mountain Rd. (SC 1010.1) <u>Segment:</u> Unbuilt portion <u>Existing Condition:</u> Unbuilt <u>Current Classification:</u> Collector Road (4 lanes)</p>	<p>Delete CE Road</p>	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Road would not relieve congestion on existing roads • <i>Minimize Costs / Environmental Impacts</i> – Construction of a road would require extensive grading, cut and fill and it would not support planned development