

PALA - PAUMA COMMUNITY SPONSOR GROUP
P.O. Box 1273
Pauma Valley, CA 92061
Phone: 760-742-0426

REGULAR MEETING, AUGUST 6, 2013,
MINUTES, APPROVED

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Date: August 6, 2013

Scheduled start time: 7:00 PM

Place: Pauma Valley Community Center
16650 Hwy. 76
Pauma Valley, Ca. 92061

1. CALL TO ORDER: 7:00 PM.

- a. Roll Call and quorum established: Six members were present: Andy Mathews, Chairman; Bill Winn, Vice Chairman; Fritz Stumpges, Secretary; Ron Barbanell; Stephanie Spencer and Ben Brooks. Brad Smith was absent.

2. APPROVAL OF PREVIOUS MINUTES:

- a. The Minutes of May 7, 2013 had been circulated to all board members for review and comment. Several corrections and refinements had been incorporated and then it was re-circulated prior to this meeting. Ron commented that he regarded the minutes as a very important historical record of what has been said by the board and attendees; what was being thought, proposed and deliberated and promised and voted on. He felt that he had said more than was recorded in the minutes and that it appeared that we did not have rules for amending what was said or to record what was meant to be said. Fritz said that he did have to condense the actual recorded record that he has and he tries to incorporate all corrections that are relevant and present in the recordings. He said that he liked when members supplied actual verbiage that they request in order to make it easier to check and revise. Ron restated what he had said and intended. Fritz said that he tried to include all points that he made. Ron moved to approve as amended, Stephanie seconded and they were approved 5-1 with Ben voluntarily abstained because he had missed that meeting.

3. OPEN FORUM:

- a. This is where members of the public may speak to PPCSG on any subject matter that is within PPCSG's jurisdiction and that is not on the posted agenda. Jerry Fisher from up on Highway 76 (23550 HWY 76) near the Palomar Mountain fork spoke to us about two issues he had. He told us that SDG&E has an easement along his property abutting HWY 76. He stated that they are wanting to expand the Sunrise Power Link in a lesser fashion (from the desert?) through his place. He said that this entails changing the current primary power line from 96 KW to about 200KW lines with much larger pole systems. He said that this is much larger than the current easement allows and would be a taking in his eyes. He was hoping to get the State scenic highway fully approved along HWY 76. This would require all lines within 1,000 ft to be undergrounded. Fritz said that it was a very complex issue which we had tried but it requires election approval because it affects property rights and other things. Jerry said that when he spoke to Caltrans they told him that he should get the local authorities (Us and the County?) to propose it. Another issue he raised is the extreme fire issues in the county. He stated that in one of our Santa Ana wind conditions all of the county is in danger from an eastern area fire. Why not have volunteers and fire personnel start two days before the forecasted high winds and begin patrolling the eastern county to spot these fires early? It had been talked about but never

implemented. This he thought would be true fire prevention. The last issue is that he wanted us to support him in not being down-zoned. Andy asked what he used to be? He replied, 1 per 8 acres and now he thought they were proposing 1 per 40 or 80 acres. He said that he went down when the county was listening to appeals and they got upset and asked him to leave when he said something about him having more water than the county and that when he bought the place they were the ones that established the zoning. Andy asked him to supply the details because we have dealt with all of the appeals and we are not aware of any unresolved issues.

4. ACTION ITEMS:

- a. We discussed the proposed draft Negative Declaration regarding signs and banners in county right away. Bill reviewed the details. Andy asked Stephanie if any of these changes affected the tribal and casino lands to which she explained that they do not put signs on county right away. Fritz asked about signage on public lands, and several other members expressed agreement that the changes were all of benefit. Bill so moved to approve the changes and the negative declaration and Ben gave the second and it passed 6-0.
- b. The second item on the agenda was our response to the County's request for justification of our importance, meaning, and relevance. This is called the SUNSET clause which can terminate county groups which cannot justify their relevance. Andy had prepared an excellent using their Review Report and circulated it prior to our meeting for our review. All agreed that Andy had done a great job and Fritz supplied the actual amount of rent paid as one of the listed expenses. Fritz moved to approve and have Andy send the response to the Clerk of the Board of Supervisors, Bill gave a second and it was approved unanimously 6-0.
- c. The next item was discussion of traffic on state route 76 where the community has expressed great concern as it affects our region. The concern is over current volume and especially with projected future increases from expanded Casinos, the proposed land fill, and 3,600 or so new houses in just the current proposed developments. Because of this groups past support for making HWY 76 a scenic highway we have previously requested that it remain two lanes with increased turn-outs and passing lanes. Andy had prepared and distributed a summary analysis of traffic on SR76 in the PPCSG region. This is being made Addendum 1 of these minutes, 3 pages. This study uses several sources and Sandag projections. We are already experiencing Sandag and Caltrans recognized meaningful congestion, and it is projected that in the next three to five years we will have significant and sustained traffic congestion on the portion east of I15 and west of Pala. What do we want to do to address this? We discussed the various growth creators as having been Casinos in the past, with new developments projected to dominate the future. We are concerned about not considering the accumulative effects of all. Projects are approved on an individual basis, often with much greater density than the GP calls for. It appears that no one is keeping track of the big picture, which to us is demanding controlled and limited rural growth as planned for in the GP. Ron brought up the fact that a consultant previously opined in front of our group that the county seems to run a veritable Ponzi scheme whereby they require new developments to pay for past problems. This has placed a large burden on Indian tribes to bear the brunt of much of the improvement funding. Jerry Fisher added that the LaJolla Casino expansion and especially the new Warner Hot Springs Resort will also add significant traffic. Ron asked if we could acknowledge that we are just about at capacity for sustainable environment now; also that we cannot support the amount of growth they projected in the 60's. Now we need to stick to the counties new GP requiring larger parcels in the back country and demand that we stop the increased growth. He spoke about the losses many of us suffered with the new GP for the betterment of the whole community. Jerry added the very real lack of water to sustain the growth. Fritz commented that everyone wants to

develop his own land to the maximum and the government's policy is to come up with the water and roads to support this growth, which they also want and need. For example, Lyndon Burzel told us that 95% of the water is now used for agriculture, implying that they can be squeezed out to provide for big development. Bill wanted to contact Jack Woods to get his list of developments and meet with Andy to develop our "Big Picture of the cumulative growth here". Jenny Merher asked if making some new roads, as toll roads, would relieve traffic on HWY76? Andy then asked if it wasn't the time to meet with Chairman Mazzetti and others who actually have some power with Caltrans, and try to make this the first move for a joint powers agreement to effect the changes we desire? Nikki said that Bill Horn had invited all of the tribes to discuss this and none of them came. She said all of the development money goes to the county and that their planned priority use of it is not the same as what we want and need. She said that through use of a Joint Powers Agreements, we could use new county, state, federal and tribal monies held in this trust to implement some projects we want. Andy and Nikki proposed that we form a group to meet with the tribal councils to try this. Fritz added that he still wants to see a group that will look at all of the cumulative growth and deal with the limited natural resources. Andy proposed that we try to establish a one on one relationship with one or more tribes and also place the issue of Joint Powers Agreements on the September agenda to which we would invite Pala, Pauma, Rincon, LaJolla, and San Pasqual. He also wanted to move ahead on the traffic issues at hand, Fritz still wanted to push the controlled growth side rather than just solving the need size of the new highway. Bill wanted to complete the list of developments for the big picture along with possibly meeting with the tribes informally and individually. Ron asked why we don't join with other planning groups, with similar interests for greater power. Nikki said that the county just about did away with the planning groups because of this power grab and implemented strict restraints on discussions with other groups and involvement in issues outside of their jurisdiction. Ron said that it would be a good tactic which would get the BOS on record as denying that groups can work together on issues of mutual concern. Nikki said that the county is 2.1 million people and that is who the BOS represents and they just don't care about this little neck of the woods. She added that she knew that Bill Horn did care and was ready to work with us and she suggested that we work with him. Bill moved that he and Andy work to finish the traffic and development assessment study with the desire of presenting it to Bill Horn, DPW and also that Nikki and Stephanie present it to the tribes. Fritz gave a second. The vote was 5-1 with Stephanie abstaining.

5. ADMINISTRATION:

- a. Fritz made a motion that we pay the rent invoice for the use of the hall. It is \$35 / month for the months of April, May, and June for a total of \$105. Stephanie gave a second. No discussion and the vote was 6-0.

6. ADJOURNMENT:

- a. Andy moved to adjourn, Stephanie gave a second and with no further discussion we voted 6-0 to adjourn at 8:26

Fritz Stumpges, Secretary PPCSG

These minutes were approved at the November 12, 2013 meeting. Ron moved, Fritz seconded and they were approved as circulated 6-0.

Addendum #1 Traffic Density Hwy 76

Paula Pauma Sponsor Group (PPSG)
Traffic on SR-76
August 2013

SANDAG projects that while SR-76 experienced Intermittent Congestion (LOS E) in 2008¹ by 2050 it will be subject to Sustained Congestion² only elsewhere seen in the central San Diego.

There has been a dramatic growth in traffic on SR-76 since the year 2000. Because there has been no growth of residential units (HUs) in the area over that time³, the growth has come from traffic associated with the many casinos in the area and from traffic using SR-76 to reach recreational desert areas to the west. Now, in addition to the continuing expansions of casino activity and the potential of commercial activity such as Gregory Canyon in addition to Rosemary's Quarry, area housing developments are on the time horizon in various stages of planning and approval. Such developments include Meadowood (totaling some 2000 HUs); Warner Ranch (some 800 HUs); Shadow Run Ranch (some 40 HUs); and many other smaller developments totaling maybe 100 HUs (including approved developments such as the Village of Pauma Valley and Club Estates). These developments would result in a housing stock capability far in excess of the amount set forth in the San Diego Housing Plan projection⁴ of 2,285 HUs in the year 2020 and 3,037 HUs in the year 2030, both up from 2,071 in the year 2000.

While it is clear that such development would result in additional traffic there is considerable disagreement over the potential outcomes. Projections presented by various authorities and for various purposes are not consistent:

Study/Segment	Pankey Road to Mission W	Mission W to S16	S16 to Cole Grade	Cole Grade to Valley Center
Current				
Caltrans*	11,500	6,500	10,500	7,200
Rincon EA**	9,400	9,400	8,700	7,100
Shadow Ranch EIR(d)^	11,030	10,329	9,300	
Future				
SANDAG#	10,900 to 19,900	14,500	12,000	8,300
Rincon EA**	18,100	18,100	12,240	8,700
Shadow Ranch EIR(d)^^	20,000	22,000	20,000	
Capacity LOS D###	16,200	16,200	16,200	16,200
Capacity LOS E###	10,900	10,900	10,900	10,900

*AADT Caltrans 2012 Traffic Volumes Book

** ADT Environmental Evaluation Harrahs Rincon Casino Resort Expansion May 2012 Present + Project – Project

*** ADT Environmental Evaluation Harrahs Rincon Casino Resort Expansion May 2020

^ ADT Draft EIR Shadow Run Ranch October 2012

^^ Extrapolated from data in Draft EIR Shadow Run Ranch October 2012

SANDAG Forecasted 2020 volumes http://gis.sandag.org/tficsr12/tfic_2020.html

At present Community Collector 2 lane no median

¹ SANDAG 2050 Regional Transportation Plan Figure A-10 at A-65

² SANDAG 2050 Regional Transportation Plan Figure A-11 at A-67

³ http://www.sdcounty.ca.gov/pds/advance/HousingElementUpdate/BackgroundReport_2013-2020_01-18-13.WEB.pdf May 14, 2013

⁴ http://www.sdcounty.ca.gov/pds/advance/HousingElementUpdate/BackgroundReport_2013-2020_01-18-13.WEB.pdf May 14, 2013

This data is ADT data and does not reflect the relationship of peak hour traffic flow and capacity. Because of the nature of the casino and recreational traffic, peak hour traffic is much different in terms of percentage and time of day and day(s) of week occurrence. Of particular concern is the peak hour analysis of the Environmental Evaluation associated with the Harrahs Rincon expansion. Table 9-7 of that document (SR76 Peak Hour Segment Operations Cumulative Effect) projects that the approximately 2 mile segment between Pankey Road and Causer Canyon will operate at LOS F eastbound and the approximately 4 mile segment from Causer Canyon to Pala Temecula Road will operate at LOSD.

Both of these segments are dangerous stretch of roadway with a history of accidents (including fatalities) resulting from the sub-standard lane widths and curves with exceptionally small and irregular radii that merit early steps being taken to enhance public safety by realigning the pavement and providing adequate turning and passing lanes (especially if the Gregory Canyon development proceeds) without initially developing a four lane road. Even then, given any degree of continuing residential, commercial, or entertainment growth proximate to, or served by, SR-76 it is not improbable that it may become necessary to construct a roadway to at least 4.2A classification.

The PPSG continues to support the designation of SR-76 east of I-15 as part of the County Scenic Highway System. However, PPSG believes that public safety must be placed foremost and, for that reason, can only continue to support the proposal of Table M-4 of the Mobility Element of the General Plan of San Diego County (GPU) with the certain understanding that SR-76 will be realigned, provided with turning and passing lanes, etc.; funded at least by the moneys from those generating the growth in traffic. PPCSG believes that that the concept of the GPU identifying a segment of SR-76 between Pala del Norte Rd. and Sixth Street, Pala as being one where the adverse impacts of adding travel lanes do not justify the resulting benefit of increased traffic capacity is not smart growth and sufficient to address the convenience and safety of the public.

PPCSg therefore proposes an action plan be adopted by all interested parties to:



Rosemary's Mountain Quarry

Pala Mission Rd

Rice Canyon Rd

Couser Canyon Rd

76

Old Hwy 395

Esccondido Fwy

Image U.S. Geological Survey

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Google earth

Imagery Date: 11/3/2012 33°20'51.44" N 117°06'44.44" W elev 321 ft eye alt 25698 ft

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