

DRAFT Minutes  
VCCPG South Village Subcommittee

Valley Center Community Hall, Room 5 28246 Lilac Road, VC 92082  <b>5:30 PM, Thursday, July 19th</b>	<b>S. Village S/C Members present:</b> Jon Vick (Chair), Sue Janisch (Vice Chair), , Will Rogers, Erik Jockinsen, Jeanna Boulos, Jennifer Lindley, Claire Collins <b>Absent:</b> Gary Wynn, Susan Fajardo (Sec.) <b>Guests:</b> Kerry Garza, Brian Nestoroff, Gary Miller, Jerry Hirsch – all representing Touchstone Communities
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1. **Establish Quorum:** 5/9 present to start, joined by WR and JB to make 7/9 present
2. **Open Forum** – none.
3. **Review and approval of SV S/C Minutes** for June 28, 2018: motion to approve by EJ, seconded by JL, approved 5/0/0.
4. **Orchard Run** (see 2 attachments):
  - **Motion** to approve **Tentative Map extension** for up to 2 years made by JV, seconded by EJ, approved 5/0/0.
  - **Motion** to approve **Habitat Loss Permit renewal** made by JV, seconded by JL, approved 5/0/0.
  - **Motion** to approve **Site Plan modification**, subject to VC DRB approval, made by JV, seconded by JL, approved 7/0/0 (JB and WR had arrived).
5. **Landscaped median for VC Road through the S. Village** (see attachment from VC Design Guidelines): **Motion:** to add landscaped median between Woods Valley Road and Mirar de Valle, with breaks for turning, with CIP List priority to be established by Mobility S/C, motion made by JB, seconded by WR, approved 7/0/0.
6. **Roundabout at Mirar de Valle & VC Road:** Personal injuries and fatalities plummet as much as 90% in modern roundabouts when compared with conventional intersections (see attached AARP Study). **Motion:** moved to recommend the design and construction of a modern roundabout at VC Road and Mirar de Valle with CIP Priority to be established by the Mobility S/C, motion made by JV, seconded by JL, approved 7/0/0.

<[addison@touchstonecommunities.com](mailto:addison@touchstonecommunities.com)>; Gina Garza <[gina@touchstonecommunities.com](mailto:gina@touchstonecommunities.com)>; Jim Hirsch <[jim@touchstonecommunities.com](mailto:jim@touchstonecommunities.com)>; Mike Wagner <[mike@touchstonecommunities.com](mailto:mike@touchstonecommunities.com)>; Gary Miller <[gary@touchstonecommunities.com](mailto:gary@touchstonecommunities.com)>

Sent: Mon, Jul 9, 2018 1:25 pm

Subject: RE: PDS2018-STP-05-055W1 Site Plan Modification - Email #1

Oliver and others,

I want to address your comments below regarding eucalyptus trees, the TM extension, and the Habitat Loss Permit for the Orchard Run project.

As we discussed last year with our first request for a TM extension, (which was approved administratively) the County has made it clear that the only topic available for discussion is time. The project has all the discretionary approvals already and they are not being modified. The County would just like the CPG formal response to the Time Extension as last year. There should be no other issues tied to it. I would appreciate your approval tonight so that the County can continue their process in a timely manner.

The Eucalyptus trees are required to be removed per our fire plans, as in all new projects, because they are so flammable. They are considered an invasive species and fire hazard. We are not allowed to plant Eucalyptus trees on any new project and each jurisdiction throughout the state generally requires them to be removed. We removed the trees outside of the breeding season to avoid any impacts to nesting birds. Having heard the concerns of your group and other citizens for many years now about fire danger, we felt it was best for the VC community to remove those fire threats before something bad happened. As you can see, we are in another fire season with losses already in the County. We do not want to contribute to the risk in Valley Center.

Habitat Loss Permits only address endangered species and on Orchard Run that is limited to a small area of Coastal Sage Scrub (CSS). The EIR addressed this back in the 90's and the project has an approved HLP that we are updating. It has nothing to do with the Eucalyptus trees or anything else existing on the site. We have not impacted the CSS area at this point. The CSS mitigation was finalized by Mr. Belanich many years ago and there will be no changes to that mitigation or impact. I believe your collective groups do not need to make a recommendation vote on the HLP, the County was just informing the group about the update.

I look forward to seeing you all at the meeting tonight.

**Kerry Garza**, President



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**MODIFICATION OF SITE PLAN STP05-055**  
**for**  
**“Orchard Run” TM 5087 RPL1, Specific Plan 95-004, SPA 04-004**

General description of updates to approved Site Plan STP 05-055:

1. Revised Northern (Unit 3) and Southern (Unit 2) Recreation Area site plans and buildings as follows:
  - (Northern portion) Updated architecture for a 1,930 square foot multi-purpose building, outdoor pool and spa, pickle ball and horseshoe courts, tot lot, and event and free play lawns within the private 2.17 acre recreation center.
  - (Southern portion) Updated site plan of the private 2.5-acre passive park to replace a previously proposed equestrian barn with a 1200 sf multi-purpose Pavilion which is more aligned with the needs of future residents now that the former dairy next door is gone. Added picnic tables, hardscaped flex space, garden, large free play lawn, small (2,927 sf) and large (7,893 sf) dog parks, and bocce ball court.
2. Revised drought tolerant plant palette throughout the Unit 3 community and Neighborhood E to match the rest of Units 1 and 2.
3. Updated single family home plotting, open space and road design in Unit 3 Neighborhoods A and B to conform to Minor Site Plan Deviation PDS 2013 -STP-05-055M1 approved Feb 21, 2013.
4. Revised housing product in Unit 3 Neighborhood B to show a combination of 26 single-family detached homes and 26 attached townhomes of which 48 are affordable and 4 are single family market rate homes.

## PART I. COMMUNITY DESIGN OBJECTIVES

Valley Center residents speak clearly, with strong consensus, about their affection for the community's natural setting and the quality of life it makes possible. Many consider Valley Center "the last place" where one can enjoy such a magnificent natural environment and climate while living within reasonable distance of a place to work. The citizens of Valley Center feel strongly about the need for the community to protect its special character and maintain a town identity distinct from others in San Diego County. The community intends to avoid the haphazard urban development common to other growing communities and to preserve the feeling of the valley's spacious, largely unspoiled environment.

The purpose of community design objectives and Design Guidelines is to persuade citizens, private developers and the public sector to work together to make Valley Center a special place whose ambiance, identity and living potential are a model for the County, demonstrating the value of imaginative, concerted community planning and action.

### DESIGN OBJECTIVES

#### 1 VALLEY CENTER PARKWAY

Designate Valley Center Road as a special Parkway serving as focus and unifying element of the community.

- Planted median of trees, shrubs, grasses and boulders native to the valley.
- Modification of County standards to give the road a more rural character.
- Strong design guidelines for new commercial development - a generous landscaped zone between road and parking areas, tree canopies and screening of parking lots, theme of stone walls and fences, consistent setbacks, measures to prevent "strip" development, strong sign guidelines.
- Landscape design concept to duplicate the feeling of Woods Valley Road.

#### 2 PRESERVATION OF NATURAL FEATURES AND OPEN SPACES

- Clustering of higher density residential development - to preserve the valley's open spaces and meadows
- Guidelines to incorporate existing natural features in new site development.
- Hillside protection to reduce grading, large building pads and retaining walls.

#### 3 "TOWN CENTER" AT VALLEY CENTER AND COLE GRADE ROADS

Pedestrian emphasis with buildings located closer to the street and a required "build to" line to produce continuity in building setbacks. Parking located to the rear or sides of buildings. Landscape concept to tie the Town Center together and link it with adjacent civic facilities.

#### 4 ARCHITECTURAL CHARACTER

- Architectural continuity based on the elements of and character of early California buildings. Guidelines identifying the elements, but allowing sufficient design flexibility to achieve variety. All buildings sensitive to the natural landscape.

#### 5 FLOOD PLAIN

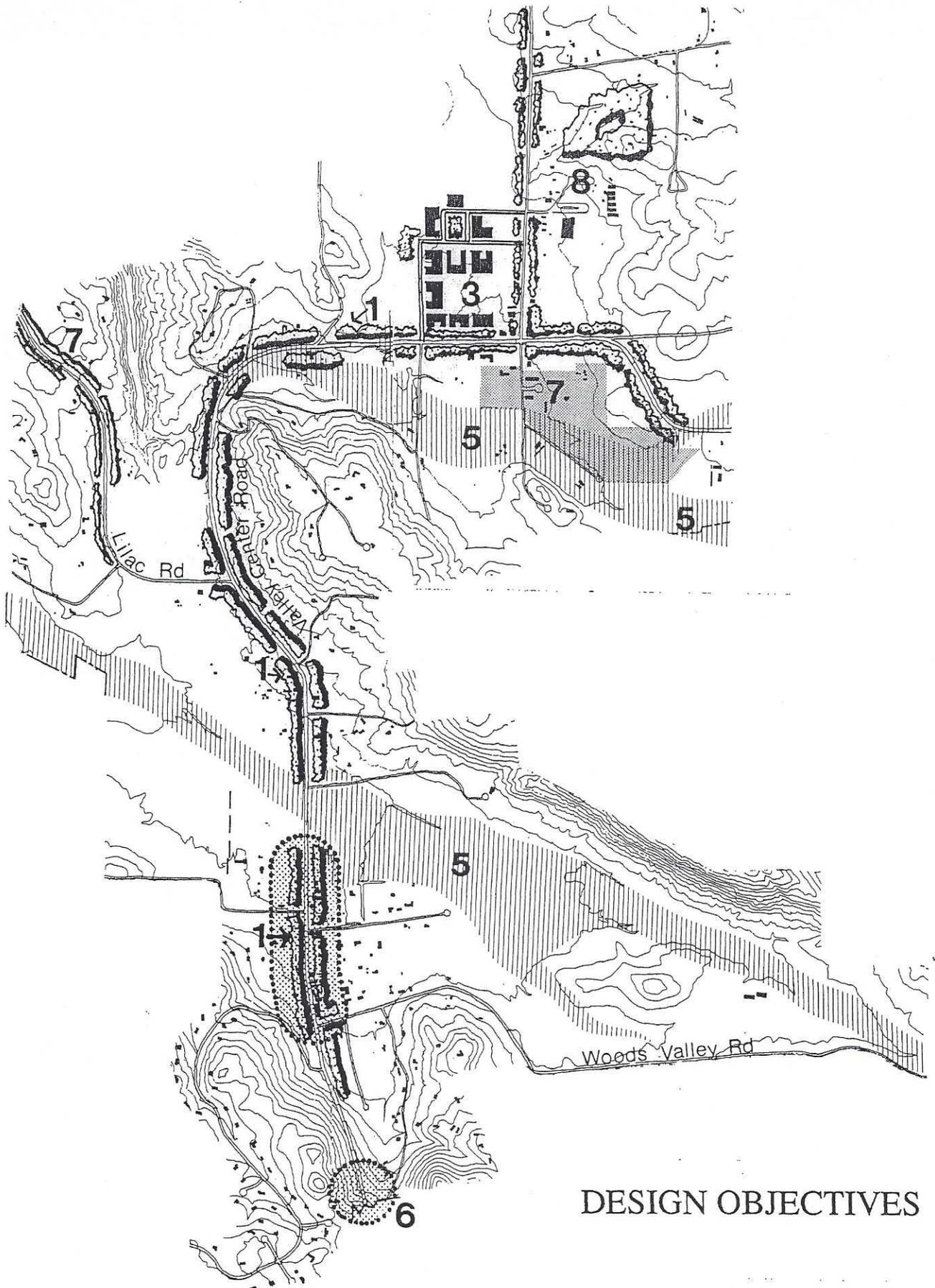
- Strong measures to protect the flood plain as open space and prevent its channeling. Save existing riparian vegetation in the flood plain.

#### 6 PLANTING IMPROVEMENTS at the community's south entrance on Valley Center Road

#### 7 INDUSTRIAL PARK

- Strong landscape guidelines for screening and tree canopies in all new projects.

#### 8 COMMUNITY PARK AND SCHOOLS



DESIGN OBJECTIVES



# Modern Roundabouts

## A LIVABILITY FACT SHEET

Every day in the U.S. more than 20 people are killed at traffic intersections, and many more are seriously injured.<sup>1</sup>

Roundabouts — circular intersections that move traffic counterclockwise around a central island — can help reduce these deaths and injuries. Modern roundabouts are calmer and safer than conventional intersections and have been deemed a “proven safety counter-measure” by the U.S. Department of Transportation.<sup>2</sup>

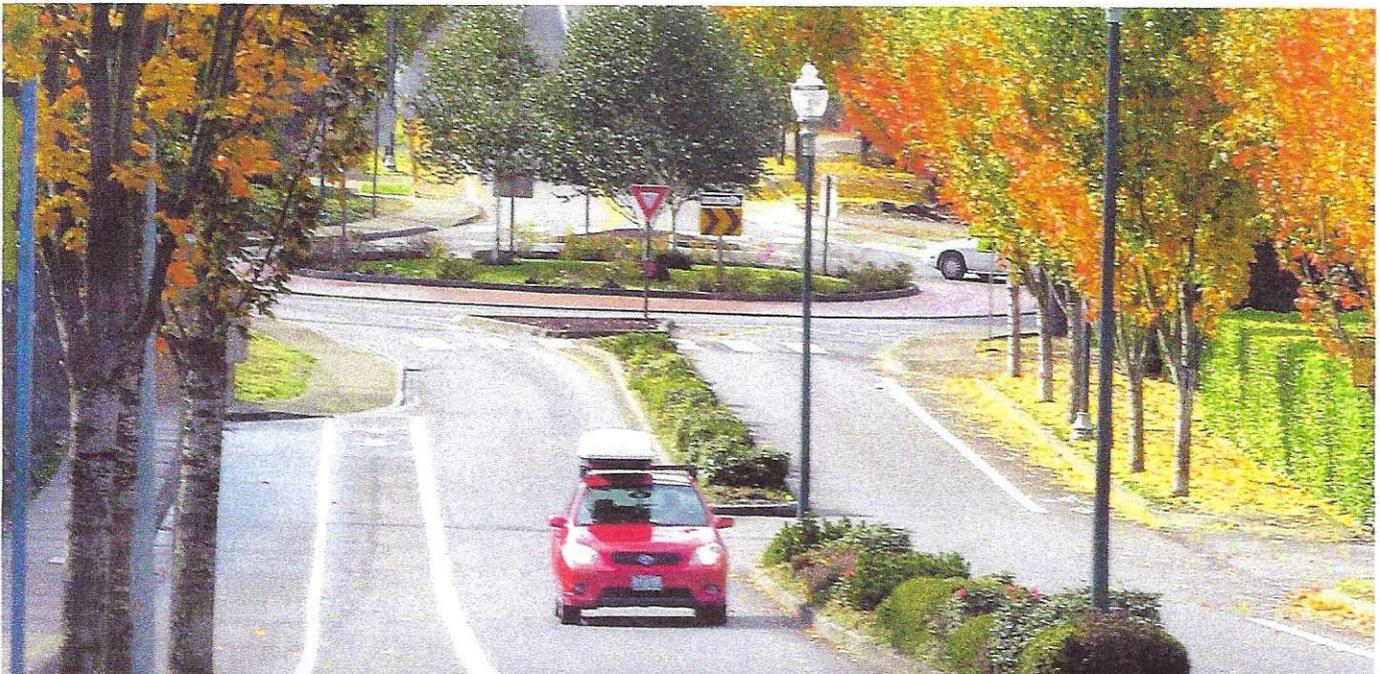
Roughly the size of a baseball diamond or infield, modern roundabouts differ from rotaries or traffic circles, which can be as big as the entire outfield. Roundabouts feature lower, safer vehicle speeds. They can be 80 feet across with single lanes carrying 25,000 vehicles a day or larger at 200 feet, with double lanes and 45,000 vehicles a day.<sup>3</sup>

Personal injuries and fatalities plummet as much as 90 percent in modern roundabouts when compared to conventional intersections.<sup>4</sup> Roundabouts cause drivers to slow down, ideally to less than 20 mph, which reduces the risks to both pedestrians and drivers.

Because roundabouts can handle 30 to 50 percent more traffic than conventional intersections, they reduce travel delays.<sup>5</sup> Since roundabouts can be designed to be aesthetically pleasing, they help create a sense of place.

By January 2014, roundabouts graced more than 2,000 intersections in the U.S., with more planned.<sup>6</sup> Given their safety and placemaking benefits, roundabouts should be considered for many more of the three million intersections in the U.S.

**Modern roundabouts are calmer and safer than conventional intersections and have been deemed a “proven safety counter-measure” by the U.S. Department of Transportation.**



Vehicle speeds on Grandview Drive in University Place, Wash., often reached or exceeded 50 mph. After the installation of modern roundabouts, vehicle crashes dropped from one every nine months to zero in 14 years.

**Item 6: Update on roundabout at Mirar de Valle & VC Road** to improve safety and calm traffic on Valley Center Road in S. Village: review and possible vote (Vick)

**AARP: Modern Roundabouts:** Personal injuries and fatalities plummet as much as 90% in modern roundabouts when compared with conventional intersections.

**June 7, 2018:** What the Mobility S/C learned from Mark Perrett, CIP Program Manager about roundabouts and the CIP process:

Mark reported that the State is very supportive of roundabouts and is installing them in many locations. The way for VC to get a study on roundabouts is to put them on the CIP List. All items placed on the CIP priority list are studied to determine the appropriateness of the item, alternative options to the item, the cost of the item and sources of funding, and the impact on safety, evacuation, and impact on emergency services, including approval by the VC Fire District. Mark's recommended item for the CIP list is simply: "Design and construction of modern roundabouts at VC Road and (1) Mirar de Valle and (2) Miller Roads".

The motion is: **Moved to recommend the design and construction of a modern roundabout at VC Road and Mirar de Valle with CIP Priority to be established by the Mobility S/C.**

This motion, if approved, will cause the SD County DPW to study this request and respond to the Community regarding its findings, including a **Preliminary Engineering Report (PER)**.