

Facilities Cost Analysis (2012). The project's small contribution to the cumulative condition would not be roughly proportional to the cost of mitigation of improving this segment of Gopher Canyon Road to a 4.1B classification. Pursuant to CEQA Guidelines Section 15126.4(a)(4)(B), mitigation measures must be roughly proportional to the environmental impacts caused by the project. Therefore, because the project's contribution to the cumulative traffic condition is not roughly proportional to the improvements required to mitigate the impact, conditioning this project to construct the road improvements is not feasible under CEQA, and the impact would remain significant and unavoidable. There are no other feasible mitigation measures to mitigate this cumulative impact since the projected daily traffic volume along this segment would far exceed the threshold for a 2-lane roadway and, therefore, construction to Mobility Element 4.1B classification is necessary.

~~If the TIF is not updated to include Pankey Road from Pala Mesa Drive to SR-76, an alternative mitigation measure for As with Impact TR-12, Impact TR-163 would be to mitigated by constructing Pankey Road from Pala Mesa Drive to SR-76 to Mobility Element 4.2B classification, such mitigation is infeasible because it would not be proportional to the project impact. However, the Pankey Road segment is already required to be improved by the Campus Park and Meadowood projects, which have been conditioned to construct the roadway to its current Mobility Element Road Classification of 2.1A. The roadway segment would also provide access to the Campus Park West project, which is still being processed. The environmental impacts associated with the improvement of Pankey Road are described in the Campus Park EIR. The roadway segment would also provide access to the Campus Park West project, which is still being processed. Furthermore, The proposed project contributes approximately 5.2 percent of the total trips to this road segment in the cumulative traffic condition. The cost of improving this 0.7-mile segment would be \$2.2 million (equivalent to \$3,082,000/mile) according to the County of San Diego TIF Update Facilities Cost Analysis (2012). Thus, tThe project's is small contribution to the cumulative condition amount is would not be roughly proportional to the cost of mitigation of improving the roadway Pankey Road to a 4.2B classification over the length of Pankey Road. Pursuant to CEQA Section 15126.4(a)(4)(B), Mmitigation measures must be roughly proportional to the environmental impacts caused by the project. Therefore, because the project's contribution to the cumulative traffic condition is not roughly proportional to the improvements required to mitigate the impact, conditioning this project to construct the road improvements is not feasible under CEQA, and the impact would remain significant and unavoidable. The roadway segment would also provide access to the Campus Park West project, which is still being processed. The environmental impacts associated with the improvement of Pankey Road are described in the Campus Park EIR. However, It is noted that the Pankey Road segment is already required to be improved by the Campus Park and Meadowood projects, which have been conditioned to construct the roadway to its current Mobility Element Road Classification of 2.1A.~~

Cumulative roadway segment Impact TR-17 would be mitigated by M-TR-9 that requires intermittent turn lanes along this segment. If the TIF is not updated to include Lilac Road from Old Castle Road to Anthony Road, an alternative mitigation measure for Impact TR-14 would be as follows. To mitigate the project's contribution to the cumulative impact to this roadway segment, the project shall construct Specifically, the intermittent left-turn lanes shall be provided at major access locations along Lilac Road, between Old Castle Road and Anthony Road, identified as (1) the segment between Robles Lane and Cumbres Road; and (2) the intersection at Sierra Rojo Road and Lilac Road. With

the addition of left-turn lanes at these locations, left-turning vehicles would not block through traffic moving in the same direction, resulting in the increase of roadway capacity and an improvement of traffic operations along Lilac Road. These improvements would allow the roadway to operate at LOS D or better. Overall, M-TR-9 would mitigate M-TR-17 to less than significant.

~~Overall, Impact TR-14 (Lilac Road from Old Castle Road to Anthony Road) would be mitigated to less than significant. The project would pay into the TIF Program if it has been updated to mitigate local and regional cumulative impacts. In the alternative, the project would construct intermittent turn lanes, as described above. The alternative measure would mitigate the project's contribution to the cumulative impact along this roadway segment to less than significant.~~

Intersections

The project would have a significant cumulative impact to the following ~~43~~ 11 intersections:

- **Impact TR-~~19~~16**: E. Vista Way/Gopher Canyon Road;
- ~~Impact TR-17: SR-76/Old River Road/E. Vista Way;~~
- ~~Impact TR-18: SR-76/Olive Hill Road/Camino Del Rey;~~
- **Impact TR-~~20~~19**: SR-76/Old Highway 395;
- **Impact TR-~~21~~20**: SR-76/Pankey Road;
- **Impact TR-~~22~~21**: Old Highway 395/E. Dulin Road;
- **Impact TR-~~23~~22**: Old Highway 395/West Lilac Road;
- **Impact TR-~~24~~23**: I-15 SB Ramps/Old Highway 395;
- **Impact TR-~~25~~24**: I-15 SB Ramps/Old Highway 395;
- **Impact TR-~~26~~25**: Old Highway 395/Circle R Drive;
- **Impact TR-~~27~~26**: I-15 SB Ramps/Gopher Canyon Road;
- **Impact TR-~~28~~27**: I-15 NB/Gopher Canyon Road; and
- **Impact TR-~~29~~28**: Miller Road/Valley Center Road.

Impacts ~~TR-19, TR-23, TR-24, TR-25, TR-27 and TR-28~~ TR-16, TR-17, TR-18, TR-20, TR-22, TR-25, and TR-27 would be mitigated through M-TR-~~86~~ which requires the applicant to participate in the TIF Program. The TIF Program was specifically designed to address cumulative issues. The TIF Program includes the road improvements to these roadways required to provide adequate circulation through Year 2030. Required improvements are specified and funds are collected from projects to pay for the road improvements. Since the TIF Program was designed to address cumulative traffic impacts to these specified facilities, participation in the TIF Program constitutes effective and adequate mitigation for these cumulative traffic impacts. These identified roadway segments would operate at an acceptable LOS once upgraded as identified in the TIF program. Therefore, payment of TIF fees would reduce impacts to less than significant.

Cumulative Impact TR-26 would be mitigated through M-TR-7 that requires the installation of a traffic signal at Old Highway 395/E. Dulin Road. As shown in the intersection analysis (see Appendix E, Table 6.8), this improvement would reduce delay and result in the intersection operating at acceptable levels. Thus, this impact would be mitigated to below a level of significance.

Impacts TR-22 and TR-29 affect intersections that are not currently included in the TIF Program. The project would mitigate these two impacts by signaling these intersections, which would reduce delay and improve the intersection operations to acceptable levels (see Appendix E, Table 6.8).~~If the TIF is not updated to include the intersections of Old Highway 395/E. Dulin Road and Miller Road/Valley Center Road, alternative mitigation measure for Impacts TR-21 and TR-28 would be construction of signals at each respective intersection, as identified in the TIS. These improvements would allow the roadway to operate at LOS D or better. Installation of traffic signals would occur within disturbed areas and no significant impacts would occur.~~

~~Overall, Impacts TR-21 and TR-28 (Old Highway 395/E. Dulin Road and Miller Road/Valley Center Road, respectively) would be mitigated to less than significant. If the TIF Program has been updated to include these improvements, payment of TIF fees will mitigate impacts to TR-20 and TR-27. In the alternative, if the TIF program has not been updated to include these improvements, the project would construct traffic signals once signal warrants are met, as described above. The alternative~~Thus, mitigation measures M-TR-10 and M-TR-11 would mitigate the project's contribution to the cumulative impact at these two intersections (TR-22 and TR-29) to less than significant.

Significant cumulative impacts identified as TR-20 and TR-21~~TR-19, TR-23 and TR-24~~ affect Caltrans facilities. County staff coordinated with Caltrans, and Caltrans confirmed that it has no project, funding, or program to make the necessary improvements to which the applicant can make a fair-share contribution. Therefore, because improvements necessary to reduce significant cumulative impacts are the responsibility of another jurisdiction, and no program is available to which the applicant could contribute, mitigation is infeasible. No other feasible mitigation measures are available to reduce the significant cumulative impacts at these three intersections. The impacts would remain significant and unavoidable.

Freeway Segments

The project would have a significant cumulative impact to the following eight I-15 freeway segments:

- **Impact TR-~~3029~~**: Between Riverside County Boundary and Old Highway 395;
- **Impact TR-~~3130~~**: Between Old Highway 395 and SR-76;
- **Impact TR-~~3231~~**: Between SR-76 and Old Highway 395;
- **Impact TR-~~3332~~**: Between Old Highway 395 and Gopher Canyon Road;
- **Impact TR-~~3433~~**: Between Gopher Canyon Road and Deer Springs Road;
- **Impact TR-~~3534~~**: Between Deer Springs Road and Centre City Parkway;
- **Impact TR-~~3635~~**: Between Centre City Parkway and El Norte Parkway; and
- **Impact TR-~~3736~~**: Between El Norte Parkway and SR-78.

As disclosed above, these freeway segments are under the jurisdiction of Caltrans and are outside of the jurisdiction and control of the County. Caltrans has no project, funding, or program to which the applicant can make a fair-share contribution. Therefore, because these intersections are outside the control of the County and there is no mechanism to provide mitigation for these cumulative impacts~~funding sources have not been identified for planned improvements that would reduce these impacts no feasible mitigation measures are available at this time and the cumulative freeway impacts would remain significant and unavoidable.~~

Potential Impacts of Traffic Mitigation Measures

The mitigation measures that only require signalization (M-TR-7, M-TR-10, and M-TR-11) or payment into the TIF program (M-TR-8) would not result in any significant impacts to the environment based on the minimal improvements necessary and the location of the improvement within the existing roadway area.

Measures (M-TR-1 and M-TR-5) that involve the addition of lanes to the East Vista Way/Gopher Canyon Road intersection also are not expected to result in direct environmental impacts considering the improvement impact area consists of a graded dirt roadway shoulder and ornamental landscaping. While the risk for unknown, subsurface cultural resources is considered low due to the soils already being disturbed by past grading activities, it is noted that the project mitigation measure M-CR-2 would also require an archaeological monitor be present during grading at this mitigation improvement location. Indirect impacts to nesting raptors or migratory birds would be avoided, as the project includes design features (i.e., preconstruction nesting surveys and, as needed, avoidance measures) to avoid such impacts. Roadways are considered compatible with the surrounding uses in this improvement area, including surrounding agricultural uses. As described for the other roadway improvements included in the project, construction noise impacts would be less than significant but vibration impacts could be potential significant if heavy earthmoving equipment is utilized within 150 feet of a residence (see subchapter 2.8, Impact N-15). As identified in subchapter 2.8.6 for the project, measure M-N-12 would avoid this potentially significant mitigation measure impact.

Measures (M-TR-4 and M-TR-6) that require potential widening to West Lilac Road between Old Highway 395 and Main Street and to the Old Highway 395/West Lilac Road intersection are part of the project and, therefore, are already included in the analysis in the EIR.

Measure M-TR-9 that requires intermittent turn lanes along Lilac Road from Old Castle Road to Anthony Road has potential to result in additional environmental impacts, related to biological resources, cultural resources, and noise (vibration). No agricultural uses are located along this roadway improvement area, and no impacts to significant agricultural resources are expected to result from the implementation of this mitigation measure.

Should these M-TR-9 improvements require additional grading outside the currently disturbed areas, potential direct impacts could result to surrounding biological and cultural resources. Pursuant to the County's vegetation mapping, the additional widening of Lilac Road necessary to add the turn lanes at the Robles Lane and Cumbres Road intersection could impact approximately 0.17 acre of chaparral. Impacts at Sierra Rojo and Lilac Road would affect approximately 0.14 acre of woodlands. Impacts to sensitive resources would be mitigated in accordance with the County's Biology Guidelines or relevant regulations, as required by measure M-BIO-1g. Indirect impacts to nesting raptors or migratory birds would be avoided, as the project includes design features (i.e., preconstruction nesting surveys and, as needed, avoidance measures) to avoid such impacts.

Implementation of M-TR-9 would have a risk to impact unknown subsurface archaeological resources given the undisturbed nature of the areas adjacent to the

existing roadway. As already required by M-CR-2, ~~An additional mitigation measure would~~ mitigation includes an archaeological grading monitor to be present to assure the identification and proper handling of potential archeological resources that may be disturbed during grading of the limits of the road.

2.3.6.2 Transportation Hazard

The project would comply with applicable regulations and would not result in a significant traffic hazard. Thus, the project transportation hazard impact would be less than significant.

2.3.6.3 Public Transit, Bicycle, and Pedestrian Facilities

A TDM program is included in the project that promotes alternative transportation opportunities, including pedestrian, bicycle, and public transit. The project would provide bicycle and pedestrian facilities consistent with regulations. A lot would also be provided for a public transit station and public transit along streets would not be precluded. While public transit service to the site currently does not exist, the project would include an interim transit program to transport residents to existing public transportation connections in the area until transit to the site is planned. As the project would provide alternative transportation opportunities, the project would be consistent with County Mobility Element Goals 8 and 9. Thus, the project impact to public transit, bicycle, and pedestrian facilities would be less than significant.

2.3.6.4 Alternative Project Design

In accordance with Section 15126.6(a), Chapter 4.0 of the EIR includes an analysis of alternatives to the proposed project that would reduce or avoid significant impacts. Table 4-2 shows those alternatives that would reduce significant and unavoidable traffic impacts associated with the project. Refer to Chapter 4.0 for a detailed analysis of the alternatives.

**TABLE 2.3-1
ROADWAY SEGMENT LEVEL OF SERVICE RESULTS
EXISTING CONDITIONS**

Roadway	From	To	Cross-Section	LOS Threshold (LOS D)	Traffic Count Date	Average Daily Traffic (ADT)	Level of Service (LOS)
E. Dulin Road	Old Highway 395	SR-76	2-Ln	9,800 10,900	Dec-12	1,830	BA
W. Lilac Road	Camino Del Rey	Camino Del Cielo	2-Ln	7,800 8,700	Dec-12	2,270	A
W. Lilac Road	Camino Del Cielo	Old Highway 395	2-Ln	7,800 8,700	Mar-12	2,140	A
W. Lilac Road	Old Highway 395	Main Street	2-Ln	8,700	Oct-12	1,150	A
W. Lilac Road	Main Street	Street "F"	2-Ln	7,800 8,700	Oct-12	1,150	A
W. Lilac Road	Street "F"	Covey Lane	2-Ln	7,800 8,700	Oct-12	1,150	A
W. Lilac Road	Covey Lane	Circle R Drive	2-Ln	7,800 8,700	Mar-11	480	A
W. Lilac Road	Circle R Drive	Lilac Road	2-Ln	7,800 8,700	Mar-11	1,170	A
Camino Del Cielo	Camino Del Rey	W. Lilac Road	2-Ln	10,900	Dec-12	630	A
Olive Hill Road	Shamrock Road	SR-76	2-Ln	8,700	Dec-12	3,380	A
Camino Del Rey	SR-76	Old River Road	2-Ln	10,900	Sep-11	9,350	D
Camino Del Rey	Old River Road	W. Lilac Road	2-Ln	9,800 10,900	Dec-12	8,640	D
Camino Del Rey	W. Lilac Road	Camino Del Cielo	2-Ln w/ SM	13,500	Dec-12	6,730	C
Camino Del Rey	Camino Del Cielo	Old Highway 395	2-Ln	7,800 8,700	Dec-12	4,850	A
Gopher Canyon Road	E. Vista Way	I-15 SB Ramps	2-Ln	9,80010,900	Dec-12	15,320	FE
Gopher Canyon Road	I-15 SB Ramps	I-15 NB Ramps	4-Ln	30,800	Nov-11	12,390	A
Gopher Canyon Road	I-15 NB Ramps	Old Highway 395	4-Ln	30,800	Nov-11	11,870	A
Circle R Drive	Old Highway 395	Mountain Ridge Road	2-Ln	9,800 10,900	Aug-11	4,030	CB
Circle R Drive	Mountain Ridge Road	W. Lilac Road	2-Ln	9,800 10,900	Mar-11	1,770	BA
Old Castle Road	Old Highway 395	Lilac Road	2-Ln	9,800 10,900	Mar-11	6,840	DG
E. Vista Way	SR-76	Gopher Canyon Road	2-Ln w/ TWLTL	13,500	Dec-12	15,120	E
E. Vista Way	Gopher Canyon Road	Osborne Street	2-Ln w/ TWLTL	13,500	Dec-12	21,020	F
Old River Road	SR-76	Camino Del Rey	2-Ln	9,800 10,900	Dec-12	4,070	CB
Champagne Boulevard	Old Castle Road	Lawrence Welk Drive	2-Ln	10,900 13,500	Mar-12	4,170	CB
Pankey Road	Pala Mesa Drive	SR-76	2-Ln	4,500 10,900	Dec-12	70	A
Lilac Road	Couser Canyon Road	W. Lilac Road	2-Ln	7,800 8,700	Dec-12	1,150	A
Lilac Road	W. Lilac Road	Old Castle Road	2-Ln	7,800 8,700	Mar-11	2,640	A
Lilac Road	Old Castle Road	Anthony Road	2-Ln	10,900	Sep-11	9,010	D
Lilac Road	Anthony Road	Betsworth Road	2-Ln	10,900	Sep-11	8,740	D
Lilac Road	Betsworth Road	Valley Center Road	2-Ln	13,500	Sep-11	9,620	D

**TABLE 2.3-1
ROADWAY SEGMENT LEVEL OF SERVICE RESULTS
EXISTING CONDITIONS
(continued)**

Roadway	From	To	Cross-Section	LOS Threshold (LOS D)	Traffic Count Date	Average Daily Traffic (ADT)	Level of Service (LOS)
Valley Center Road	Woods Valley Road	Lilac Road	4/Ln w/ TWLTL/RM	27,000	Dec-12	21,290	C
Valley Center Road	Lilac Road	Miller Road	4-Ln w/ RM	33,400	Sep-11	24,280	B
Valley Center Road	Miller Road	Cole Grade Road	4-Ln w/ RM	27,000	Sep-11	22,440	C
Valley Center Road	Cole Grade Road	Vesper Road	2-Ln	13,500	Sep-11	11,490	D
Miller Road	Misty Oak Road	Valley Center Road	2-Ln	78,000	Sep-11	1,460	A
Cole Grade Road	Fruitvale Road	Valley Center Road	2-Ln w/ TWLTL	13,500	Sep-11	10,660	D

SOURCE: Appendix E, Chen Ryan Associates 2013.

Notes:

Bold letter indicates unacceptable LOS E or F.

RM = Raised Median.

SM = Striped Median.

TWLTL = Two-Way Left-Turn Lane.

**TABLE 2.3-2
PEAK HOUR INTERSECTION LEVEL OF SERVICE RESULTS
EXISTING CONDITIONS**

Intersection	Traffic Control	Traffic Count Date	AM Peak Hour		PM Peak Hour	
			Average Delay (sec.)	LOS	Average Delay (sec.)	LOS
1. E. Vista Way / Gopher Canyon Road	Signal	Nov-11	<u>24.3172.8</u>	FC	<u>212.048.7</u>	FD
2. SR-76 / Old River Road/E. Vista Way	Signal	Nov-08	<u>73.923.7</u>	CE	52.3	CD
3. SR-76 / Olive Hill Road/Camino Del Rey	Signal	Sep-11	<u>43.621.6</u>	CD	60.8	CE
4. Old River Road / Camino Del Rey	OWSC	Nov-12	23.2	D	12.2	B
5. W. Lilac Road / Camino Del Rey	OWSC	Jan-11	15.47	C	11.0	B
6. Old Highway 395 / SR-76	Signal	Mar-11	<u>43.029.0</u>	CD	42.2	D
7. Pankey Road / SR-76	TWSC	Dec-11	12.5	B	15.2	C
8. Old Highway 395 / E. Dulin Road	OWSC	Mar-11	<u>44.612.8</u>	B	11.2	B
9. Old Highway 395 / W. Lilac Road	TWSC	Mar-11	<u>48.514.7</u>	C	13.3	B
10. I-15 SB Ramps / Old Highway 395	OWSC	Mar-11	10.6	B	12.1	B
11. I-15 NB Ramps / Old Highway 395	OWSC	Mar-11	<u>9.98</u>	A	11.2	B
12. Old Highway 395 / Camino Del Rey	OWSC	Mar-11	10.1	B	11.0	B
13. Old Highway 395 / Circle R Drive	OWSC	Mar-11	20.4	C	22.5	C
14. I-15 SB Ramps / Gopher Canyon Road	OWSC	Nov-11	468.2	F	173.0	F
15. I-15 NB Ramps / Gopher Canyon Road	OWSC	Nov-11	30.5	D	1945.4	F
16. Old Highway 395 / Gopher Canyon Road	Signal	Mar-11	<u>46.411.0</u>	B	<u>8.814.7</u>	AB
17. Old Highway 395 / Old Castle Road	Signal	Mar-11	13.9	B	15.7	B
18. W. Lilac Road / Covey Lane	TWSC	Oct-12	8.8	B	<u>9.43</u>	A
19. Mountain Ridge Road / Circle R Drive	TWSC	Mar-11	9.3	A	9.6	A
20. W. Lilac Road / Circle R Drive	OWSC	Mar-11	9.3	A	9.3	A
21. Lilac Road / W. Lilac Road	OWSC	Mar-11	9.6	A	9.9	A
22. Lilac Road / Old Castle Road	OWSC	Mar-11	11.8	B	17.8	C
23. Valley Center Rd / Lilac Road	Signal	Mar-11	10.5	B	22.6	C
24. Miller Road / Valley Center Road	OWSC	Sep-11	16.9	C	<u>25.20</u>	D
25. Cole Grade Road / Valley Center Road	Signal	Sep-11	31.1	C	34.9	C

SOURCE: Appendix E, Chen Ryan Associates 2013.

Notes:

LOS = level of service

Bold letter indicates unacceptable LOS E or F.

AWSC = All-Way Stop Controlled.

TWSC = Two-Way Stop Controlled.

OWSC = One-Way Stop Controlled.

For OWSC and TWSC intersections, the delay shown is the worst delay experienced by any of the approaches.

**TABLE 2.3-4
FREEWAY SEGMENT LEVEL OF SERVICE RESULTS
EXISTING CONDITIONS**

Freeway	Segment	ADT	Peak Hour %	Peak Hour Volume	Directional Split	# of Lanes Per Direction	Peak Hour Factor (PHF)	% of Heavy Vehicle	Volume (pc/h/ln)	V/C	LOS
I-15	Riverside County Boundary to Old Highway 395	134,000	8.4%	11,321	0.64	4	0.95	6.75%	1,957	0.833	D
I-15	Old Highway 395 to SR-76	134,000	7.4%	9,969	0.73	4	0.95	6.75%	1,984	0.844	D
I-15	SR-76 to Old Highway 395	113,000	7.8%	8,839	0.69	4	0.95	8.40%	1,661	0.707	C
I-15	Old Highway 395 to Gopher Canyon Road	110,000	8.1%	8,884	0.67	4	0.95	8.40%	1,627	0.692	C
I-15	Gopher Canyon Road to Deer Springs Road	117,000	8.1%	9,449	0.67	4	0.95	13.20%	1,770	0.753	C
I-15	Deer Springs Road to Centre City Parkway	117,000	8.0%	9,400	0.66	4	0.95	13.20%	1,752	0.745	C
I-15	Centre City Parkway to El Norte Parkway	111,000	8.0%	8,918	0.66	4	0.95	13.20%	1,662	0.707	C
I-15	El Norte Parkway to SR-78	127,000	7.9%	9,996	0.66	4	0.95	10.00%	1,836	0.781	C
I-15	SR-78 to W Valley Parkway	192,000	8.1%	15,626	0.60	5+2ML	0.95	10.00%	1,480	0.630	B
I-15	W Valley Parkway to Auto Parkway	179,000	8.1%	14,568	0.60	5+2ML	0.95	10.00%	1,380	0.587	B
I-15	Auto Parkway to W Citracado Parkway	172,000	7.8%	13,340	0.60	5+2ML	0.95	10.00%	1,256	0.534	B
I-15	W Citracado Parkway to Via Rancho Parkway	196,000	7.8%	15,201	0.60	5+2ML	0.95	7.00%	1,411	0.600	B
I-15	Via Rancho Parkway to Bernardo Drive	198,000	7.4%	14,572	0.58	5+2ML	0.95	7.00%	1,312	0.558	B
I-15	Bernardo Drive to Rancho Bernardo Road	201,000	7.4%	14,793	0.58	5+2ML	0.95	7.00%	1,332	0.567	B
I-15	Rancho Bernardo Road to Bernardo Center Drive	209,000	7.3%	15,345	0.54	5+2ML	0.95	7.00%	1,280	0.545	B
I-15	Bernardo Center Drive to Camino Del Norte	214,000	7.3%	15,712	0.54	5+2ML	0.95	7.00%	1,311	0.558	B

SOURCE: Appendix E Caltrans, Chen Ryan Associates; 2013.

Notes:

Bold letter indicates unacceptable LOS E or F.

ML = Managed Lane.

pc/h/ln = passenger-cars per hour per lane

V/C = volume/capacity

LOS = level of service

**TABLE 2.3-10
LILAC HILLS RANCH PROJECT TRIP GENERATION BY PHASE**

SANDAG Equivalent Land Use	Trip Gen	Phase A		Phase B		Phase C		Phase D		Phase E	
		Units	ADT	Units	ADT	Units	ADT	Units	ADT	Units	ADT
Single Family	10 / DU	352	3,520	352	3,520	548	5,480	548	5,480	903	9,030
Multi-Family	6 / DU	-	-	-	-	270	1,620	270	1,620	375	2,250
Senior Community	4 / DU	-	-	171	684	171	684	468	1,872	468	1,872
Assisted Living	2.5 / Bed	-	-	200	500	200	500	200	500	200	500
Specialty Retail / Strip Commercial	40 / KSF	-	-	-	-	55.0	2,200	57.5	2,300	61.5	2,460
Office	14 / KSF	-	-	-	-	25.0	350	25	350	28.5	399
Country Inn / B&B	9 / Room	-	-	-	-	50	450	50	450	50	450
Church	30 / AC	-	-	-	-	-	-	10	300	10.0	300
Elementary School (K-5)	1.6 / Student	-	-	-	-	-	-	-	-	568	909
Middle School (6-8)	1.4 / Student	-	-	-	-	-	-	-	-	132	185
CPF (Recreation Center / Potential Fire Station)	22.88 / KSF ¹	-	-	-	-	-	-	-	-	40.0	915
Neighborhood/County Park	5 / AC	4.5	23	8.2	41	9.0	45	-10.1	51	23.6	118
Water Reclamation	6 / AC	-	-	-	-	-	-	-	-	2.4	14
Recycling Center	6 / AC	-	-	-	-	0.6	4	0.6	4	0.6	4
Total Trips (100%)		-	3,543	-	4,745	-	11,333	-	12,927	-	19,406
External Trips (78% of total) ²		-	-	-	-	-	-	-	-	-	15,151

SOURCE: Appendix E.

¹A 40,000-square-foot CPF area comprised of a 35,500-square-foot private recreational facility, and a potential 4,500-square-foot fire station.

²Trip generation rate is based on ITE Trip Generation Manual 8th Edition.

TABLE 2.3-4011
ROADWAY SEGMENT LEVEL OF SERVICE RESULTS
EXISTING PLUS PROJECT (TRAFFIC SCENARIO PHASE-E – BUILD-OUT) CONDITIONS¹

Roadway	From	To	With Project Build-out				Existing		Project Build-out ADT	Direct Impact?
			Cross-Section	LOS Threshold (LOS D)	ADT	LOS	ADT	LOS		
E. Dulin Road	Old Highway 395	SR-76	2-Ln	40,900 9,800	3,960	CB	1,830	BA	2,140 2,130	No
W. Lilac Road	Camino Del Rey	Camino Del Cielo	2-Ln	8,700 7,800	3,160	A	2,270	A	890	No
W. Lilac Road	Camino Del Cielo	Old Highway 395	2-Ln	8,700 7,800	3,290	A	2,140	A	1,150	No
W. Lilac Road	Old Highway 395	Main Street	2.2C	13,500	12,650 13,400	D	1,150	A	11,500 12,250	Yes* (TR-5) No
W. Lilac Road	Main Street	Street "F"	2-Ln	8,700 7,800	2,960	A	1,150	A	1,810	No
W. Lilac Road	Street "F"	Covey Lane	2-Ln	8,700 7,800	1,810	A	1,150	A	660	No
W. Lilac Road	Covey Lane	Circle R Drive	2-Ln	8,700 7,800	1,660 2,130	A	480	A	1,480 650	No
W. Lilac Road	Circle R Drive	Lilac Road	2-Ln	8,700 7,800	2,470	A	1,170	A	1,300	No
Camino Del Cielo	Camino Del Rey	W. Lilac Road	2-Ln	10,900	680	A	630	A	50	No
Olive Hill Road	Shamrock Road	SR-76	2-Ln	8,700	3,470	A	3,380	A	90	No
Camino Del Rey	SR-76	Old River Road	2-Ln	10,900	9,660	D	9,350	D	300 310	No
Camino Del Rey	Old River Road	W. Lilac Road	2-Ln	40,900 9,800	9,560	D	8,640	D	920	No
Camino Del Rey	W. Lilac Road	Camino Del Cielo	2-Ln w/ SM	13,500	6,790	C	6,730	C	60	No
Camino Del Rey	Camino Del Cielo	Old Highway 395	2-Ln	8,700 7,800	4,950	A	4,850	A	440 100	No
Gopher Canyon Road	E. Vista Way	I-15 SB Ramps	2-Ln	40,900 9,800	15,890	Fe	15,310	Fe	580	Yes (TR-1)* > 100 ADT
Gopher Canyon Road	I-15 SB Ramps	I-15 NB Ramps	4-Ln	30,800	13,480 13,320	A	12,390	A	930 4,090	No
Gopher Canyon Road	I-15 NB Ramps	Old Highway 395	4-Ln	30,800	13,440 13,140	A	11,870	A	1,270 580	No
Circle R Drive	Old Highway 395	Mountain Ridge Road	2-Ln	40,900 9,800	5,940 5,210	C	4,030	CB	4,940 1,180	No
Circle R Drive	Mountain Ridge Road	W. Lilac Road	2-Ln	40,900 9,800	4,940 2,380	B	1,770	BA	610 440	No
Old Castle Road	Old Highway 395	Lilac Road	2-Ln	40,900 9,800	6,970	DG	6,840	DG	420 130	No
E. Vista Way	SR-76	Gopher Canyon Road	2-Ln w/ TWLTL	13,500	15,330	E	15,120	E	210	Yes (TR-9) > 200 ADT
E. Vista Way	Gopher Canyon Road	Osborne Street	2-Ln w/ TWLTL	13,500	21,340	F	21,020	F	320	Yes (TR-6)* > 100 ADT
Old River Road	SR-76	Camino Del Rey	2-Ln	40,900 9,800	4,690	C	4,070	CB	620	No
Champagne Boulevard	Old Castle Road	Lawrence Welk Drive	2-Ln	13,500 10,900	4,440	CB	4,170	CB	270	No
Pankey Road	Pala Mesa Drive	SR-76	2-Ln	40,900 4,500	70	A	70	A	0	No
Lilac Road	Couser Canyon Road	W. Lilac Road	2-Ln	8,700 7,800	1,380	A	1,150	A	230	No
Lilac Road	W. Lilac Road	Old Castle Road	2-Ln	8,700 7,800	3,720	A	2,640	A	1,080	No
Lilac Road	Old Castle Road	Anthony Road	2-Ln	10,900	10,020	D	9,010	D	1,0120	No
Lilac Road	Anthony Road	Betsworth Road	2-Ln	10,900	9,330	D	8,740	D	590	No
Lilac Road	Betsworth Road	Valley Center Road	2-Ln	13,500	10,100	D	9,620	D	480	No

TABLE 2.3-4011
ROADWAY SEGMENT LEVEL OF SERVICE RESULTS
EXISTING PLUS PROJECT (PHASE TRAFFIC SCENARIO E – BUILD-OUT) CONDITIONS
(continued)

Roadway	From	To	With Project Build-out				Existing		Project Build-out ADT	Direct Impact?
			Cross-Section	LOS Threshold (LOS D)	ADT	LOS	ADT	LOS		
Valley Center Road	Woods Valley Road	Lilac Road	4/Ln w/ TWLTL/ RM	27,000	21,370	C	21,290	C	80	No
Valley Center Road	Lilac Road	Miller Road	4-Ln w/ RM	33,400	24,670	B	24,280	B	390	No
Valley Center Road	Miller Road	Cole Grade Road	4-Ln w/ RM	27,000	22,820	C	22,440	C	380	No
Valley Center Road	Cole Grade Road	Vesper Road	2-Ln	13,500	11,710	D	11,490	D	230 220	No
Miller Road	Misty Oak Road	Valley Center Road	2-Ln	8,000 7,000	1,480	A	1,460	A	20	No
Cole Grade Road	Fruitvale Road	Valley Center Road	2-Ln w/ TWLTL	13,500	10,780	D	10,660	D	120	No

SOURCE: Appendix E.

SOURCE: Chen Ryan Associates 2013.

Notes:

Bold letter indicates unacceptable LOS E or F.

RM = Raised Median; SM = Striped Median; TWLTL = Two-Way Left-Turn Lane.

*The TIS (Appendix E) shows this impact would be less than significant with the implementation of mitigation for a prior phase. To provide full disclosure, the analysis presented in this EIR subchapter identifies this impact as significant and identifies that the previous phase mitigation is required to mitigate this impact.

¹The numbers presented in this table reflect the numbers presented in TIS (Appendix E) Table 5.34, which assumes the implementation of mitigation from prior scenarios. As noted above, the impact analysis presented in this EIR subchapter does not assume implementation of the mitigation from prior scenarios and, therefore, the numbers in this table are provided for informational purposes. However, the direct impact column has been modified from the TIS (Appendix E) to reflect the analysis presented in this subchapter that does not assume implementation of mitigation from prior scenarios. The identification of direct impacts reflects the without mitigation scenario to provide full disclosure of impacts.

TABLE 2.3-12
PEAK HOUR INTERSECTION LEVEL OF SERVICE RESULTS
EXISTING PLUS PROJECT (TRAFFIC SCENARIO E, BUILD-OUT) CONDITIONS¹

Intersection	Traffic Control	Existing		With Project Build-out				Change	Significant?
		Delay AM/PM	LOS AM/PM	AM Peak Hour		PM Peak Hour			
				Delay	LOS	Delay	LOS		
1. E. Vista Way/Gopher Canyon Road	Signal*	172.8/212.0	F/F	47.3	D	51.9	D	-125.5/-160.1	Yes* (TR-2)
2. SR-76/Old River Road/E. Vista Way	Signal	23.7/32	C/C	24.9	C	32.4	C	2.0/0.4	No
3. SR-76/Olive Hill Road/Camino Del Rey	Signal	21.6/34.5	C/C	26.6	C	34.8	C	5.0/0.3	No
4. Old River Road/Camino Del Rey	OWSC	31.2/10.7	D/B	33.2	D	12.6	B	2.0/1.9	No
5. W. Lilac Road/ Camino Del Rey	OWSC	15.7/11.0	C/B	17.8	C	11.4	B	2.1/0.4	No
6. Old Highway 395/SR-76	Signal	29.0/39.8	C/D	32.7	C	46.6	D	3.7/6.4	No
7. Pankey Road/SR-76	TWSC	12.5/15.2	B/C	15.2	B	19.3	C	2.7/4.1	No
8. Old Highway 395/E. Dulin Road	OWSC	12.8/11.2	B /B	23.2	C	27.2	D	10.4/16.0	No
9. Old Highway 395/W. Lilac Road	Signal*	14.7/13.3	C/B	28.7	C	38.1	D	14.0/24.8	Yes* (TR-7)
10. I-15 SB Ramps/Old Highway 395	OWSC	10.6/12.1	B/B	13.1	B	17.9	C	2.5/5.8	No
11. I-15 NB Ramps/Old Highway 395	OWSC	9.8/11.2	A/B	12.1	B	24.8	C	2.3/13.6	No
12. Old Highway 395/Camino Del Rey	OWSC	10.1/11.0	B/B	10.5	B	12.2	B	0.4/1.2	No
13. Old Highway 395/Circle R Drive	Signal*	20.4/22.5	C/C	10.8	B	11.5	B	-9.6/-11.0	Yes* (TR-8)
14. I-15 SB Ramps/Gopher Canyon Road	OWSC	468.2/173.0	F/F	649.3	F	288.9	F	181.1/115.9	Yes (TR-3) Caltrans Int. > 2 sec.
15. I-15 NB Ramps/Gopher Canyon Road	OWSC	30.5/1945.4	D/F	36.0	E	2240.9	F	5.5/295.0	Yes (TR-4) Caltrans Int. > 2 sec.
16. Old Highway 395/Gopher Canyon Road	Signal	11.0/14.7	B/B	18.5	B	15.9	B	7.5/1.2	No
17. Old Highway 395/Old Castle Road	Signal	13.9/15.7	B/B	14.2	B	17.0	B	0.3/1.3	No
18. W. Lilac Road/Covey Lane	TWSC	8.8/9.3	B/A	10.3	B	10.9	B	1.5/1.6	No
19. Mountain Ridge Road/Circle R Drive	TWSC	9.3/9.6	A/A	9.7	A	15.9	C	0.4/6.3	No
20. W. Lilac Road/Circle R Drive	OWSC	9.3/9.3	A/A	10.8	B	11.0	B	1.5/1.7	No
21. Lilac Road/W. Lilac Road	OWSC	9.6/9.9	A/A	10.4	B	11.0	B	0.8/1.1	No

TABLE 2.3-12
PEAK HOUR INTERSECTION LEVEL OF SERVICE RESULTS
EXISTING PLUS PROJECT (TRAFFIC SCENARIO E, BUILD-OUT) CONDITIONS
(continued)

Intersection	Traffic Control	Existing		With Project Build-out				Change		Sig?
				AM Peak Hour		PM Peak Hour				
		Delay AM/PM	LOS AM/PM	Delay	LOS	Delay	LOS			
22. Lilac Road/Old Castle Road	OWSC	11.8/17.8	B/C	11.9	B	17.9	C	0.1/0.1	No	
23. Valley Center Rd/Lilac Road	Signal	10.5/22.6	B/C	10.9	B	31.5	C	0.4/8.9	No	
24. Miller Road/Valley Center Road	OWSC	16.9/25.0	C/D	17.3	C	26.4	D	0.4/1.4	No	
25. Cole Grade Road/Valley Center Road	Signal	31.1/34.9	C/C	32.7	C	35.3	D	1.6/0.4	No	
26. Street "O"/W. Lilac Road/Main Street	RA	DNE	DNE	10.4	B	13.4	B	10.4/13.4	No	
27. Main Street/Street "C"	RA	DNE	DNE	7.7	A	9.1	A	7.7/9.1	No	
28. Lilac Hills Ranch Road/Main Street North	AWSC	DNE	DNE	9.0	A	8.8	A	9.0/8.8	No	
29. Lilac Hills Ranch Road/Main Street South	AWSC	DNE	DNE	8.9	A	11.1	B	8.9/11.1	No	
30. Street "Z"/Main Street	OWSC	DNE	DNE	8.7	A	9.0	A	8.7/9.0	No	
31. W. Lilac Road/Street "F"/Main Street	RA	DNE	DNE	3.8	A	3.8	A	3.8/3.8	No	

SOURCE: Appendix E.

Notes:

Bold letter indicates unacceptable LOS E or F.

AWSC = All-Way Stop Controlled.

TWSC = Two-Way Stop Controlled.

OWSC = One-Way Stop Controlled.

RA = Roundabout.

DNE = Does Not Exist.

For OWSC and TWSC intersections, the delay shown is the worst delay experienced by any of the approaches.

*The TIS (Appendix E) shows this impact would be less than significant with the implementation of mitigation for a prior phase. To provide full disclosure, the analysis presented in this EIR subchapter identifies this impact as significant and identifies that the previous phase mitigation is required to mitigate this impact.

¹The numbers presented in this table reflect the numbers presented in TIS (Appendix E) Table 5.36, which assumes the implementation of mitigation from prior scenarios. As noted above, the impact analysis presented in this EIR subchapter does not assume implementation of the mitigation from prior scenarios and, therefore, the numbers in this table are provided for informational purposes. However, the direct impact column has been modified from the TIS (Appendix E) to reflect the analysis presented in this subchapter that does not assume implementation of mitigation from prior scenarios. The identification of direct impacts reflects the without mitigation scenario to provide full disclosure of impacts.

TABLE 2.3-4213
TWO-LANE HIGHWAY LEVEL OF SERVICE RESULTS
EXISTING PLUS PROJECT (PHASE E – BUILDOUT) CONDITIONS

2-Lane Highway	From	To	With Project Build-out			Existing		Project Build-out ADT	Direct Impact?
			LOS Threshold (LOS D)	ADT	LOS	ADT	LOS		
Old Highway 395	Pala Mesa Drive	SR-76	16,200	5,210	D or better	4,770	D or better	440	No
	SR-76	E. Dulin Road	16,200	6,230	D or better	4,720	D or better	1,520	No
	E. Dulin Road	W. Lilac Road	16,200	8,010	D or better	4,340	D or better	3,670	No
	W. Lilac Road	I-15 SB Ramps	16,200	11,340 40,580	D or better	4,450	D or better	6,890 6,140	No
	I-15 SB Ramps	I-15 NB Ramps	16,200	7,450 6,840	D or better	3,600	D or better	3,850 3,240	No
	I-15 NB Ramps	Camino Del Rey	16,200	3,640 3,190	D or better	2,430	D or better	1,210 760	No
	Camino Del Rey	Circle R Drive	16,200	7,100 6,650	D or better	5,820	D or better	1,280 830	No
	Circle R Drive	Gopher Canyon Road	16,200	12,370 12,670	D or better	10,710	D or better	1,660 1,970	No
	Gopher Canyon Road	Old Castle Road	16,200	9,050	D or better	8,660	D or better	390	No

SOURCE: Appendix E,
ADT = average daily traffic
LOS = level of service

TABLE 2.3-1413
FREEWAY SEGMENT LEVEL OF SERVICE RESULTS
EXISTING PLUS PROJECT (PHASE E – BUILD-OUT) CONDITIONS

Freeway	Segment	ADT	Peak Hour %	Peak Hour Volume	Directional Split	# of Lanes Per Direction	PHF	% of Heavy Vehicle	Volume (pc/h/ln)	V/C	LOS w/ Project	Change in V/C (compare to Existing)	Significant Impact?
I-15	Riverside County Boundary to Old Highway 395	136,550	8.4%	11,536	0.64	4	0.95	6.75%	1,994	0.849	D	0.016	No
I-15	Old Highway 395 to SR-76	136,640	7.4%	10,165	0.73	4	0.95	6.75%	2,023	0.861	D	0.017	No
I-15	SR-76 to Old Highway 395	115,320	7.8%	9,020	0.69	4	0.95	8.40%	1,695	0.721	C	0.015	No
I-15	Old Highway 395 to Gopher Canyon Road	113,700 114,000	8.1%	9,182 9,207	0.67	4	0.95	8.40%	1,684 1,686	0.716 0.717	C	0.023 0.025	No
I-15	Gopher Canyon Road to Deer Springs Road	121,580	8.1%	9,819	0.67	4	0.95	13.20%	1,839	0.783	C	0.029	No
I-15	Deer Springs Road to Centre City Parkway	121,050	8.0%	9,725	0.66	4	0.95	13.20%	1,813	0.771	C	0.026	No
I-15	Centre City Parkway to El Norte Parkway	114,210	8.0%	9,176	0.66	4	0.95	13.20%	1,710	0.728	C	0.020	No
I-15	El Norte Parkway to SR-78	129,970	7.9%	10,230	0.66	4	0.95	10.00%	1,879	0.800	C	0.018	No
I-15	SR-78 to W Valley Parkway	194,200	8.1%	15,805	0.60	5+2ML	0.95	10.00%	1,497	0.637	C	0.007	No
I-15	W Valley Parkway to Auto Parkway	180,850	8.1%	14,718	0.60	5+2ML	0.95	10.00%	1,394	0.593	B	0.006	No
I-15	Auto Parkway to W Citracado Parkway	173,800	7.8%	13,479	0.60	5+2ML	0.95	10.00%	1,269	0.540	B	0.006	No
I-15	W Citracado Parkway to Via Rancho Parkway	197,590	7.8%	15,324	0.60	5+2ML	0.95	7.00%	1,422	0.605	B	0.005	No

TABLE 2.3-4314
FREEWAY SEGMENT LEVEL OF SERVICE RESULTS
EXISTING PLUS PROJECT (PHASE E – BUILD-OUT) CONDITIONS
(continued)

Freeway	Segment	ADT	Peak Hour %	Peak Hour Volume	Directional Split	# of Lanes Per Direction	PHF	% of Heavy Vehicle	Volume (pc/h/ln)	V/C	LOS w/ Project	Change in V/C (compare to Existing)	Significant Impact?
I-15	Via Rancho Parkway to Bernardo Drive	199,470	7.4%	14,680	0.58	5+2ML	0.95	7.00%	1,322	0.562	B	0.004	No
I-15	Bernardo Drive to Rancho Bernardo Road	202,380	7.4%	14,895	0.58	5+2ML	0.95	7.00%	1,341	0.571	B	0.004	No
I-15	Rancho Bernardo Road to Bernardo Center Drive	210,290	7.3%	15,439	0.54	5+2ML	0.95	7.00%	1,288	0.548	B	0.003	No
I-15	Bernardo Center Drive to Camino Del Norte	215,230	7.3%	15,802	0.54	5+2ML	0.95	7.00%	1,318	0.561	B	0.003	No

SOURCE: Appendix E.

Notes:

Bold letter indicates unacceptable LOS E or F.

ML = Managed Lane.

TABLE 2.3-4415
ROADWAY SEGMENT LEVEL OF SERVICE RESULTS
EXISTING PLUS CUMULATIVE PROJECTS PLUS PROJECT CONDITIONS

Roadway	From	To	With Cumulative Projects + Project				Existing		Cumulative Projects + Project ADT	Cumulative Impact?
			Cross-Section	LOS Threshold (LOS D)	ADT	LOS	ADT	LOS		
E. Dulin Road	Old Highway 395	SR-76	2-Ln	9,800 10,900	7,330	D	1,830	BA	5,500	No
W. Lilac Road	Camino Del Rey	Camino Del Cielo	2-Ln	7,800 8,700	3,330	A	2,270	A	1,060	No
W. Lilac Road	Camino Del Cielo	Old Highway 395	2-Ln	7,800 8,700	3,530	A	2,140	A	1,390	No
W. Lilac Road	Old Highway 395	Main Street	2-Ln	8,700	12,800 14,580	F	1,150	A	14,660 12,350	Yes > 100 ADT (TR-10)
W. Lilac Road	Main Street	Street "F"	2-Ln	8,700 7,800	3,110 4,150	A	1,150	A	1,960 2,000	No
W. Lilac Road	Street "F"	Covey Lane	2-Ln	7,800 8,700	1,870 2,910	A	1,150	A	720 760	No
W. Lilac Road	Covey Lane	Circle R Drive	2-Ln	7,800 8,700	2,040 3,120	A	480	A	1,560 2,140	No
W. Lilac Road	Circle R Drive	Lilac Road	2-Ln	7,800 8,700	3,510 3,820	A	1,170	A	2,340 2,400	No
Camino Del Cielo	Camino Del Rey	W. Lilac Road	2-Ln	10,900	980	A	630	A	350	No
Olive Hill Road	Shamrock Road	SR-76	2-Ln	8,700	4,410	A	3,380	A	1,030	No
Camino Del Rey	SR-76	Old River Road	2-Ln	10,900	10,300	D	9,350	D	950	No
Camino Del Rey	Old River Road	W. Lilac Road	2-Ln	10,900 9,800	11,960	E	8,640	D	3,320	Yes > 200 ADT (TR-11)
Camino Del Rey	W. Lilac Road	Camino Del Cielo	2-Ln w/ SM	13,500	9,550	D	6,730	C	2,820	No
Camino Del Rey	Camino Del Cielo	Old Highway 395	2-Ln	8,700 7,800	5,600	BA	4,850	A	750	No
Gopher Canyon Road	E. Vista Way	I-15 SB Ramps	2-Ln	10,900 9,800	16,270 7,370	F	15,310	FE	950 1,960	Yes > 100 ADT (TR-12 and TR-13)
Gopher Canyon Road	I-15 SB Ramps	I-15 NB Ramps	4-Ln	30,800	18,400 19,440	B	12,390	A	6,100 5,950	No

TABLE 2.3-4415
ROADWAY SEGMENT LEVEL OF SERVICE RESULTS
EXISTING PLUS CUMULATIVE PROJECTS PLUS PROJECT CONDITIONS
(continued)

Roadway	From	To	With Cumulative Projects + Project				Existing		Cumulative Projects + Project ADT	Cumulative Impact?
			Cross-Section	LOS Threshold (LOS D)	ADT	LOS	ADT	LOS		
Gopher Canyon Road	I-15 NB Ramps	Old Highway 395	4-Ln	30,800	18,470 18,260	B	11,870	A	6,600 6,290	No
Circle R Drive	Old Highway 395	Mountain Ridge Road	2-Ln	10,900 9,800	7,450 7,720	D	4,030	<u>CB</u>	3,420 2,690	No
Circle R Drive	Mountain Ridge Road	W. Lilac Road	2-Ln	10,900 9,800	2,010 3,040	B	1,770	<u>BA</u>	240 770	No
Old Castle Road	Old Highway 395	Lilac Road	2-Ln	10,900 9,800	10,380 9,780	D	6,840	<u>DG</u>	3,540	No
E. Vista Way	SR-76	Gopher Canyon Road	2-Ln w/ TWLTL	13,500	20,520	F	15,120	E	5,400	Yes > 100 ADT (TR-14)
E. Vista Way	Gopher Canyon Road	Osborne Street	2-Ln w/ TWLTL	13,500	26,990	F	21,020	F	5,970	Yes > 100 ADT (TR-15)
Old River Road	SR-76	Camino Del Rey	2-Ln	10,900 9,800	4,790	C	4,070	<u>CB</u>	720	No
Champagne Blvd	Old Castle Road	Lawrence Welk Drive	2-Ln	13,500 10,700	7,770 8,270	<u>DG</u>	4,170	<u>CB</u>	3,600	No
Pankey Road	Pala Mesa Drive	SR-76	2-Ln	10,900 4,500	16,520	F	70	A	15,540 16,450	Yes > 100 ADT (TR-16)
Lilac Road	Couser Canyon Road	W. Lilac Road	2-Ln	8,700 7,800	1,970	A	1,150	A	820 820	No
Lilac Road	W. Lilac Road	Old Castle Road	2-Ln	8,700 7,800	3,830	A	2,640	A	1,190	No
Lilac Road	Old Castle Road	Anthony Road	2-Ln	10,900	11,590	E	9,010	D	2,580	Yes > 200 ADT (TR-17)
Lilac Road	Anthony Road	Betsworth Road	2-Ln	10,900	10,760	D	8,740	D	2,020	No
Lilac Road	Betsworth Road	Valley Center Road	2-Ln	13,500	11,920	D	9,620	D	2,300	No
Valley Center Road	Woods Valley Road	Lilac Road	4/Ln w/ TWLTL/RM	27,000	24,280	D	21,290	C	2,990	No
Valley Center Road	Lilac Road	Miller Road	4-Ln w/ RM	33,400	27,000	C	24,280	B	2,720	No

TABLE 2.3-4415
ROADWAY SEGMENT LEVEL OF SERVICE RESULTS
EXISTING PLUS CUMULATIVE PROJECTS PLUS PROJECT CONDITIONS
(continued)

Roadway	From	To	With Cumulative Projects + Project				Existing		Cumulative Projects + Project ADT	Cumulative Impact?
			Cross-Section	LOS Threshold (LOS D)	ADT	LOS	ADT	LOS		
Valley Center Road	Miller Road	Cole Grade Road	4-Ln w/ RM	27,000	24,950	D	22,440	C	2,510	No
Valley Center Road	Cole Grade Road	Vesper Road	2-Ln	13,500	12,760	D	11,490	D	1,270	No
Miller Road	Misty Oak Road	Valley Center Road	2-Ln	78,000	2,280	A	1,460	A	820	No
Cole Grade Road	Fruitvale Road	Valley Center Road	2-Ln w/ TWLTL	13,500	16,650	E	10,660	D	5,990	Yes > 200 ADT (TR-18)

SOURCE: Appendix E.

Notes:

Bold letter indicates unacceptable LOS E or F; RM = Raised Median; SM = Striped Median; TWLTL = Two-Way Left-Turn Lane.

TABLE 2.3-4516
PEAK HOUR INTERSECTION LEVEL OF SERVICE RESULTS
EXISTING PLUS CUMULATIVE PROJECTS PLUS PROJECT CONDITIONS

Intersection	Traffic Control	With Cumulative Projects + Project				Existing		Change in Delay (seconds) AM/PM	Cumulative Projects + Project Traffic to Critical Movements AM/PM	Cumulative Impact?
		AM Peak Hour		PM Peak Hour		Delay (seconds) AM/PM	LOS AM/PM			
		Average Delay (seconds)	LOS	Average Delay (seconds)	LOS					
1. E. Vista Way/Gopher Canyon Road	Signal	34.5 250.5	F G	93.0 275.5	F	172.8/212.0 24.3/48.7	F/F G/D	40.2/44.3 77.2/63.5	-	Yes (TR-19) County Int. LOS Degrade & > 1 sec.
2. SR-76/Old River Road/E. Vista Way	Signal	269.4 40.4	D F	303.9 51.4	DF	73.9/52.3 23.7/32.0	C/C E/D	195.2/251.6 16.7/19.4	-	No Yes Caltrans Int. > 2 sec.
3. SR-76/Olive Hill Road/Camino Del Rey	Signal	231.9 40.8	D F	363.0 51.2	DF	43.6/60.8 21.6/34.5	C/C D/E	188.3/302.2 19.2/16.7	-	No Yes Caltrans Int. > 2 sec.
4. Old River Road/Camino Del Rey	OWSC	109.1	F	27.3	C	23.2/12.2	D/B	85.9/15.1	AM: NBL +3	No County Int. < 5 trips
5. W. Lilac Road/Camino Del Rey	OWSC	21.9	C	15.4	B	15.4/11.0 15.7/11.0	C/B	6.5/4.4 6.2/4.4	-	No
6. Old Highway 395/SR-76	Signal	219.7 190.3	F	214.6 190.7	F	43.0/42.2 29.0/30.8	C/D D	176.7/172.4 161.3/150.9	-	Yes (TR-20) Caltrans Int. > 2 sec.
7. Pankey Road/SR-76	TWSC	OVFL	F	OVFL	F	12.5/15.2	B/C	OVFL/OVFL	-	Yes (TR-21) Caltrans Int. > 2 sec.
8. Old Highway 395/E. Dulin Road	OWSC	364.5	F	179.1	F	44.6/11.2 12.8/11.2	B / B	349.9/167.9 351.7/167.9	AM : WBL +89 PM : WBL +180	Yes (TR-22) County Int. > 5 trips

TABLE 2.3-1645
PEAK HOUR INTERSECTION LEVEL OF SERVICE RESULTS
EXISTING PLUS CUMULATIVE PROJECTS PLUS PROJECT CONDITIONS (continued)

Intersection	Traffic Control	With Cumulative Projects + Project				Existing		Change in Delay (seconds) AM/PM	Cumulative Projects + Project Traffic to Critical Movements AM/PM	Cumulative Impact?
		AM Peak Hour		PM Peak Hour		Delay (seconds) AM/PM	LOS AM/PM			
		Average Delay (seconds)	LOS	Average Delay (seconds)	LOS					
9. Old Highway 395/W. Lilac Road	TWSC	OVFL	F	OVFL	F	18.5/13.3 14.7/13.3	C/B	OVFL/OVFL	AM : WBL +35206 PM : WBL +26633	Yes (TR-23) County Int. > 5 trips
10. I-15 SB Ramps/Old Highway 395	OWSC	41.3 71.0	F E	213.8 344.3	F	10.6/ 12.1	B/B	30.7/201.7 60.4/332.2	-	Yes (TR-24) Caltrans Int. > 2 sec.
11. I-15 NB Ramps/Old Highway 395	OWSC	46.7 20.6	C	64.3 129.9	F	9.89/11.2	A/B	6.8/53.4 10.8/118.7	-	Yes (TR-25) Caltrans Int. > 2 sec.
12. Old Highway 395/Camino Del Rey	OWSC	14.4	B	19.4 20.4	C	10.1/11.0	B/B	4.3/9.48.4	-	No
13. Old Highway 395/Circle R Drive	OWSC	354.5 47.6	F	529.5 742.3	F	20.4/22.5	C/C	327.2/507.0 334.1/719.8	AM : WBL +156 PM : WBL +107	Yes (TR-26) County Int. > 5 trips
14. I-15 SB Ramps/Gopher Canyon Road	OWSC	2451.2 OVFL	F	4522.3 OVFL	F	468.2/ 173.0	F/F	1983.0/4349.3 OVFL/OVFL	-	Yes (TR-27) Caltrans Int. > 2 sec.
15. I-15 NB Ramps/Gopher Canyon Road	OWSC	428.5 549.7	F	8370.3 OVFL	F	30.5/ 1945.4	D/F	398.0/6424.9 519.2/OVFL	-	Yes (TR-28) Caltrans Int. > 2 sec.
16. Old Highway 395/Gopher Canyon Road	Signal	21.4 23.1	C	25.9 30.4	C	46.1/8.8 11.0/14.7	B/BA	5.3/17.4 12.1/15.7	-	No
17. Old Highway 395/Old Castle Road	Signal	14.99	B	47.9 18.3	B	13.9/15.7	B/B	0.1/2.2 1.0/2.6	-	No

TABLE 2.3-1645
PEAK HOUR INTERSECTION LEVEL OF SERVICE RESULTS
EXISTING PLUS CUMULATIVE PROJECTS PLUS PROJECT CONDITIONS (continued)

Intersection	Traffic Control	With Cumulative Projects + Project				Existing		Change in Delay (seconds) AM/PM	Cumulative Projects + Project Traffic to Critical Movements AM/PM	Cumulative Impact?
		AM Peak Hour		PM Peak Hour		Delay (seconds) AM/PM	LOS AM/PM			
		Average Delay (seconds)	LOS	Average Delay (seconds)	LOS					
18. W. Lilac Road/Covey Lane	TWSC	11.3 40.9	B	40.9 13.4	B	8.8/9.34	B/A	2.54/4.14.8	-	No
19. Mountain Ridge Road/Circle R Drive	TWSC	44.3 12.2	B	44.5 13.1	B	9.3/9.6	A/A	2.90/3.54.9	-	No
20. W. Lilac Road/Circle R Drive	OWSC	43.4 14.6	B	44.5 12.4	B	9.3/9.3	A/A	3.8/2.2 5.3/3.1	-	No
21. Lilac Road/W. Lilac Road	OWSC	11.1	B	12.0	B	9.6/9.9	A/A	1.5/2.1	-	No
22. Lilac Road/Old Castle Road	OWSC	17.0	B	32.6	D	11.8/17.8	B/C	5.2/14.8	-	No
23. Valley Center Rd/Lilac Road	Signal	38.9	D	52.7	D	10.5/22.6	B/C	28.4/30.1	-	No
24. Miller Road/Valley Center Road	OWSC	23.3	C	103.0	F	16.9/25.02	C/D	6.4/77.8	PM : SB +29	Yes (TR-29) County Int. > 5 trips
25. Cole Grade Road/Valley Center Road	Signal	36.6	D	48.8	D	31.1/34.9	C/C	5.5/13.9	-	No
26. Street "O"/W. Lilac Road/Main Street	RA	120.3	B	44.0 16.9	C B	DNE	DNE	40.3/14.0 12.3/16.9	-	No
27. Main Street/Street "C"	RA	7.92	A	9.18 2	A	DNE	DNE	7.2/8.2 7.7/9.1	-	No
28. Lilac Hills Ranch Road/Main Street North	AWSC	8.95	A	8.85	A	DNE	DNE	8.95/8.85	-	No
29. Lilac Hills Ranch Road/Main Street South	AWSC	8.93	A	11.19 7	A	DNE	DNE	8.93/11.19.7	-	No
30. Street "Z"/Main Street	OWSC	8.7	A	9.0	A	DNE	DNE	8.7/9.0	-	No

TABLE 2.3-1645
PEAK HOUR INTERSECTION LEVEL OF SERVICE RESULTS
EXISTING PLUS CUMULATIVE PROJECTS PLUS PROJECT CONDITIONS (continued)

Intersection	Traffic Control	With Cumulative Projects + Project				Existing		Change in Delay (seconds) AM/PM	Cumulative Projects + Project Traffic to Critical Movements AM/PM	Cumulative Impact?
		AM Peak Hour		PM Peak Hour		Delay (seconds) AM/PM	LOS AM/PM			
		Average Delay (seconds)	LOS	Average Delay (seconds)	LOS					
31. W. Lilac Road/Street "F"/Main Street	RA	4.4	A	4.65	A	DNE	DNE	4.4/4.65	-	No

SOURCE: Appendix E. ~~SOURCE: Chen Ryan Associates May 2013.~~

Notes:

Bold letter indicates unacceptable LOS E or F.

AWSC = All-Way Stop Controlled; TWSC = Two-Way Stop Controlled; OWSC = One-Way Stop Controlled; RA = Roundabout.

DNE = Does Not Exist; For OWSC and TWSC intersections, the delay shown is the worst delay experienced by any of the approaches.

TABLE 2.3-4617
TWO-LANE HIGHWAY LEVEL OF SERVICE RESULTS
EXISTING PLUS CUMULATIVE PROJECTS PLUS PROJECT CONDITIONS

2-Lane Highway	From	To	With Project Build-out			Existing		Project Build-out ADT	Direct Impact?
			LOS Threshold (LOS D)	ADT	LOS	ADT	LOS		
Old Highway 395	Pala Mesa Drive	SR-76	16,200	11,230	D or better	4,770	D or better	6,460	No
	SR-76	E. Dulin Road	16,200	9,890	D or better	4,720	D or better	5,170	No
	E. Dulin Road	W. Lilac Road	16,200	42,780 13,280	D or better	4,340	D or better	8,440	No
	W. Lilac Road	I-15 SB Ramps	16,200	43,340 15,060	D or better	4,450	D or better	8,860 9,610	No
	I-15 SB Ramps	I-15 NB Ramps	16,200	40,490 11,600	D or better	3,600	D or better	6,890 7,500	No
	I-15 NB Ramps	Camino Del Rey	16,200	6,370 7,070	D or better	2,430	D or better	3,040 4,390	No
	Camino Del Rey	Circle R Drive	16,200	9,060 9,770	D or better	5,820	D or better	3,240 3,700	No
	Circle R Drive	Gopher Canyon Road	16,200	45,690 15,590	D or better	10,710	D or better	4,980 4,680	No
	Gopher Canyon Road	Old Castle Road	16,200	40,040 10,310	D or better	8,660	D or better	1,380	No

SOURCE: Appendix E.

SOURCE: Chen Ryan Associates 2013.

ADT = average daily traffic

LOS = level of service

**TABLE 2.3-4718
FREEWAY SEGMENT LEVEL OF SERVICE RESULTS
EXISTING PLUS CUMULATIVE PROJECTS PLUS PROJECT CONDITIONS**

Freeway	Segment	ADT	Peak Hour %	Peak Hour Volume	Directional Split	# of Lanes Per Direction	PHF	% of Heavy Vehicle	Volume (pc/h/ln)	V/C	LOS w/ Project	Change in V/C (compare to Existing)	Cumulative Impact?
I-15	Riverside County Boundary to Old Highway 395	202,880 203,380	8.4%	47,140 17,182	0.64	4	0.95	6.75%	2,970 63	1.2644	F	0.43128	Yes (TR-30) > 0.01
I-15	Old Highway 395 to SR-76	238,620 239,120	7.4%	47,754 17,789	0.73	4	0.95	6.75%	3,540 32	1.5063	F	0.66259	Yes (TR-31) > 0.01
I-15	SR-76 to Old Highway 395	169,420 169,920	7.8%	43,252 13,291	0.69	4	0.95	8.40%	2,498 4	1.0630	F	0.3563	Yes (TR-32) > 0.01
I-15	Old Highway 395 to Gopher Canyon Road	167,170 167,800	8.1%	43,504 13,551	0.67	4	0.95	8.40%	2,481 72	1.0562	F	0.3640	Yes (TR-33) > 0.01
I-15	Gopher Canyon Road to Deer Springs Road	166,620 166,120	8.1%	43,456 13,496	0.67	4	0.95	13.20%	2,528 4	1.0763	F	0.31239	Yes (TR-34) > 0.01
I-15	Deer Springs Road to Centre City Parkway	166,030 166,530	8.0%	43,339 13,379	0.66	4	0.95	13.20%	2,494 86	1.06158	F	0.31602	Yes (TR-35) > 0.01
I-15	Centre City Parkway to El Norte Parkway	157,230 157,730	8.0%	42,632 12,672	0.66	4	0.95	13.20%	2,362 54	1.0052	F	0.2985	Yes (TR-36) > 0.01
I-15	El Norte Parkway to SR-78	171,220	7.9%	43,477 13,516	0.66	4	0.95	10.00%	2,483 76	1.0573	F	0.2752	Yes (TR-37) > 0.01
I-15	SR-78 to W Valley Parkway	216,870 217,370	8.1%	47,650 17,691	0.60	5+2ML	0.95	10.00%	1,676 2	0.7134	C	0.0832	No
I-15	W Valley Parkway to Auto Parkway	199,490 199,990	8.1%	46,235 16,276	0.60	5+2ML	0.95	10.00%	1,542 38	0.654 0.656	C	0.0697	No
I-15	Auto Parkway to W Citracado Parkway	191,330 191,830	7.8%	44,839 14,878	0.60	5+2ML	0.95	10.00%	1,397 1,401	0.5965	B	0.0620	No
I-15	W Citracado Parkway to Via Rancho Parkway	208,340 208,840	7.8%	46,158 16,197	0.60	5+2ML	0.95	7.00%	1,503 0	0.640 38	C	0.0398	No
I-15	Via Rancho Parkway to Bernardo Drive	238,480 238,980	7.4%	47,554 17,558	0.58	5+2ML	0.95	7.00%	1,583 0	0.6742	C	0.1164	No
I-15	Bernardo Drive to Rancho Bernardo Road	213,610 214,110	7.4%	45,724 15,758	0.58	5+2ML	0.95	7.00%	1,419 5	0.6042	B	0.0376	No

TABLE 2.3-4718
FREEWAY SEGMENT LEVEL OF SERVICE RESULTS
EXISTING PLUS CUMULATIVE PROJECTS PLUS PROJECT CONDITIONS
(continued)

Freeway	Segment	ADT	Peak Hour %	Peak Hour Volume	Directional Split	# of Lanes Per Direction	PHF	% of Heavy Vehicle	Volume (pc/h/ln)	V/C	LOS w/ Project	Change in V/C (compare to Existing)	Cumulative Impact?
I-15	Rancho Bernardo Road to Bernardo Center Drive	215,140 215,670	7.3%	45,795 15,832	0.54	5+2ML	0.95	7.00%	1,321 1,324	0.5624	B	0.0176	No
I-15	Bernardo Center Drive to Camino Del Norte	246,170 216,670	7.3%	45,874 15,908	0.54	5+2ML	0.95	7.00%	1,324 1,327	0.5653	B	0.0706	No

SOURCE: Appendix E. SOURCE: Chen Ryan Associates 2013.

Notes:

Bold letter indicates unacceptable LOS E or F.

ML = Managed Lane

pc/h/ln = passenger-cars per hour per lane

V/C = volume/capacity;

LOS = level of service

TABLE 2.3-4819
ROADWAY SEGMENT LEVEL OF SERVICE RESULTS
BUILD-OUT UNDER THE EXISTING GENERAL PLAN WITHOUT THE PROJECT (without Road 3)

Roadway	From	To	Classification	LOS Threshold (LOS D)	ADT	LOS
E. Dulin Road	Old Highway 395	SR-76	2.1E	10,900	6,700 5,850	C
W. Lilac Road	Camino Del Rey	Camino Del Cielo	2.2E	10,900	4,450 4,700	C
W. Lilac Road	Camino Del Cielo	Old Highway 395	2.2E	10,900	6,200 5,900	C
W. Lilac Road	Old Highway 395	Main Street	2.2C	13,500	1,870	BA
W. Lilac Road	Main Street	Street "F"	2.2C	13,500	4,400 340	B
W. Lilac Road	Street "F"	Running Creek Road	2.2C	13,500	5,300 30	B
W. Lilac Road	Running Creek Road	Covey Lane	2.2F	8,700	2,730 3,000	A
W. Lilac Road	Covey Lane	Circle R Drive	2.2F	8,700	2,730 1,300	A
W. Lilac Road	Circle R Drive	Lilac Road	2.2F	8,700	1,900 920	A
Camino Del Cielo	Camino Del Rey	W. Lilac Road	2.2E	10,900	4,890 900	C
Olive Hill Road	Shamrock Road	SR-76	2.2E	10,900	8,390 400	D
Camino Del Rey	SR-76	Old River Road	4.2B	25,000	18,280 400	B
Camino Del Rey	Old River Road	W. Lilac Road	4.2B	25,000	12,850	A
Camino Del Rey	W. Lilac Road	Camino Del Cielo	4.2B	25,000	8,080	A
Camino Del Rey	Camino Del Cielo	Old Highway 395	2.2C	13,500	8,180	C
Gopher Canyon Road	E. Vista Way	I-15 SB Ramps	4.1B	30,800	19,300	B
Gopher Canyon Road	I-15 SB Ramps	I-15 NB Ramps	4.1B	30,800	18,610	B
Gopher Canyon Road	I-15 NB Ramps	Old Highway 395	4.1B	30,800	18,560	B
Circle R Drive	Old Highway 395	Mountain Ridge Road	2.2E	10,900	5,460	C
Circle R Drive	Mountain Ridge Road	W. Lilac Road	2.2E	10,900	1,380	BA
Old Castle Road	Old Highway 395	Lilac Road	2.2D	13,500	8,510	C
E. Vista Way	SR-76	Gopher Canyon Road	4.1A	33,400	20,680	B
E. Vista Way	Gopher Canyon Road	Osborne Street	4.1A	33,400	27,250	C
Old River Road	SR-76	Camino Del Rey	2.2C	13,500	8,370	C
Old Highway 395	Pala Mesa Drive	SR-76	4.2B	25,000	17,200	B
Old Highway 395	SR-76	E. Dulin Road	2.1D	13,500	13,960	E accepted at LOS E/F
Old Highway 395	E. Dulin Road	W. Lilac Road	2.1D	13,500	13,310	ED
Old Highway 395	W. Lilac Road	I-15 SB Ramps	4.2B	25,000	17,680	B
Old Highway 395	I-15 SB Ramps	I-15 NB Ramps	4.2B	25,000	15,730	BA
Old Highway 395	I-15 NB Ramps	Camino Del Rey	4.1B	30,800	15,250	B
Old Highway 395	Camino Del Rey	Circle R Drive	4.1B	30,800	22,540	CB

TABLE 2.3-4819
ROADWAY SEGMENT LEVEL OF SERVICE RESULTS
BUILD-OUT UNDER THE EXISTING GENERAL PLAN WITHOUT THE PROJECT (without Road 3)
(continued)

Roadway	From	To	Classification	LOS Threshold (LOS D)	ADT	LOS
Old Highway 395	Circle R Drive	Gopher Canyon Road	4.1B	30,800	27,180	D
Old Highway 395	Gopher Canyon Road	Old Castle Road	4.1B	30,800	27,030	C
Champagne Boulevard	Old Castle Road	Lawrence Welk Drive	4.1B	30,800	19,450	B
Pankey Road	Pala Mesa Drive	SR-76	2.1A	15,000	9,460	A
Lilac Road	Couser Canyon Road	W. Lilac Road	2.2E	10,900	4,280	C
Lilac Road	W. Lilac Road	Old Castle Road	2.2E	10,900	7,650	D
Lilac Road	Old Castle Road	Anthony Road	2.1C	13,500	12,570	D
Lilac Road	Anthony Road	New Road 19 (east of Betsworth Road)	4.2B	25,000	23,340	D
Lilac Road	New Road 19 (east of Betsworth Road)	Valley Center Road	4.2B	25,000	40,280	F accepted at LOS E/F
Valley Center Road	Woods Valley Road	Lilac Road	4.2A	27,000	23,160	C
Valley Center Road	Lilac Road	Miller Road	4.1A	33,400	34,720	E
Valley Center Road	Miller Road	Indian Creek Road	4.2A	27,000	35,340	F accepted at LOS E/F
Valley Center Road	Indian Creek Road	Cole Grade Road	4.2A	27,000	25,690	D
Valley Center Road	Cole Grade Road	Vesper Road	4.2A	27,000	16,370	A
Miller Road	Misty Oak Road	Valley Center Road	2.3B	8,000	2,490	A
Cole Grade Road	Fruitvale Road	Valley Center Road	4.2A	27,000	20,080	B

SOURCE: Appendix E

SOURCE: Chen-Ryan Associates 2013.

Notes:

Bold letter indicates unacceptable LOS E or F.

ADT = average daily traffic

LOS = level of service

TABLE 2.3-1920
ROADWAY SEGMENT LEVEL OF SERVICE RESULTS
BUILD-OUT UNDER THE EXISTING GENERAL PLAN WITH THE PROJECT (without Road 3)

Roadway	From	To	Horizon Year with Project				Horizon Year w/o Project		Project ADT	Project Impact?
			Classification	LOS Threshold (LOS D)	ADT	LOS	ADT	LOS		
E. Dulin Road	Old Highway 395	SR-76	2.1E	10,900	9,180 9,740	D	5,850 6,700	C	3,300 3,040	No
W. Lilac Road	Camino Del Rey	Camino Del Cielo	2.2E	10,900	6,430 5,600	C	4,450 4,700	C	980 900	No
W. Lilac Road	Camino Del Cielo	Old Highway 395	2.2E	10,900	7,100 7,290	DC	5,900 6,200	C	1,200 1,090	No
W. Lilac Road	Old Highway 395	Main Street	2.2C	13,500	13,370 14,790	ED	1,870 3,600	BA	11,500 11,190	Yes > 200ADT No
W. Lilac Road	Main Street	Street "F"	2.2F*	8,700	6,160 6,060	B	4,340 4,400	B	1,820 1,660	No
W. Lilac Road	Street "F"	Running Creek Road	2.2F*	8,700	5,700 5,910	A	5,300 5,030	B	670 610	No
W. Lilac Road	Running Creek Road	Covey Lane	2.2F	8,700	3,400 3,610	BA	2,730 3,000	A	670 610	No
W. Lilac Road	Covey Lane	Circle R Drive	2.2F	8,700	3,810 2,710	A	2,730 1,300	A	1,080 1,410	No
W. Lilac Road	Circle R Drive	Lilac Road	2.2F	8,700	2,150 3,020	A	920 1,900	A	1,230 1,120	No
Camino Del Cielo	Camino Del Rey	W. Lilac Road	2.2E	10,900	4,920 4,930	C	4,890 4,900	C	30	No
Olive Hill Road	Shamrock Road	SR-76	2.2E	10,900	8,420 8,430	D	8,390 8,400	D	30	No
Camino Del Rey	SR-76	Old River Road	4.2B	25,000	18,750 18,830	B	18,280 18,400	B	470 430	No
Camino Del Rey	Old River Road	W. Lilac Road	4.2B	25,000	13,850 14,010	A	12,850 13,100	A	1,000 910	No
Camino Del Rey	W. Lilac Road	Camino Del Cielo	4.2B	25,000	8,140 8,160	A	8,080 8,100	A	60	No
Camino Del Rey	Camino Del Cielo	Old Highway 395	2.2C	13,500	8,270 8,270	C	8,180 8,200	C	80 70	No
Gopher Canyon Rd	E. Vista Way	I-15 SB Ramps	4.1B	30,800	19,940 20,150	B	19,300 19,600	B	640 550	No
Gopher Canyon Rd	I-15 SB Ramps	I-15 NB Ramps	4.1B	30,800	19,410 19,690	B	18,610 19,100	B	800 590	No

TABLE 2.3-20
ROADWAY SEGMENT LEVEL OF SERVICE RESULTS
BUILD-OUT UNDER THE EXISTING GENERAL PLAN WITH THE PROJECT (without Road 3)
(continued)

Roadway	From	To	Horizon Year with Project				Horizon Year w/o Project		Project ADT	Project Impact?
			Classification	LOS Threshold (LOS D)	ADT	LOS	ADT	LOS		
Gopher Canyon Rd	I-15 NB Ramps	Old Highway 395	4.1B	30,800	49,560 19,740	B	48,560 19,100	B	4,000 640	No
Circle R Drive	Old Highway 395	Mountain Ridge Road	2.2E	10,900	7,480 7,480	CD	5,460 6,500	C	1,830 980	No
Circle R Drive	Mountain Ridge Road	W. Lilac Road	2.2E	10,900	2,620 1,590	BA	1,380 2,000	BA	210 620	No
Old Castle Road	Old Highway 395	Lilac Road	2.2D	13,500	8,600 9,180	C	8,510 9,100	C	90 80	No
E. Vista Way	SR-76	Gopher Canyon Road	4.1A	33,400	20,880 20,988	B	20,680 20,800	B	200 180	No
E. Vista Way	Gopher Canyon Road	Osborne Street	4.1A	33,400	27,570 27,690	C	27,250 27,400	C	320 290	No
Old River Road	SR-76	Camino Del Rey	2.2C	13,500	8,900 8,980	C	8,370 8,500	C	530 480	No
Old Highway 395	Pala Mesa Drive	SR-76	4.2B	25,000	48,000 18,130	B	47,200 17,400	B	800 730	No
Old Highway 395	SR-76	E. Dulin Road	2.1D	13,500	15,280 15,500	E accepted at LOS E/F	13,960 14,300	E accepted at LOS E/F	1,320 1,200	Yes > 200 ADT
Old Highway 395	E. Dulin Road	W. Lilac Road	2.1D	13,500	17,980 19,960	FE	13,310 15,700	ED	4,670 4,260	Yes > 200 ADT
Old Highway 395	W. Lilac Road	I-15 SB Ramps	4.2B	25,000	23,270 24,900	D	47,680 18,100	B	5,800 590 5,800	No
Old Highway 395	I-15 SB Ramps	I-15 NB Ramps	4.2B	25,000	49,200 20,620	B	45,730 16,900	BA	3,720 470 3,720	No
Old Highway 395	I-15 NB Ramps	Camino Del Rey	4.1B	30,800	46,660 17,600	B	45,250 15,900	B	1,440 1,700	No
Old Highway 395	Camino Del Rey	Circle R Drive	4.1B	30,800	24,040 24,960	C	22,540 23,200	CB	1,760 470	No
Old Highway 395	Circle R Drive	Gopher Canyon Road	4.1B	30,800	29,260	D	27,180 28,000	DC	2,080 1,620	No

TABLE 2.3-20
ROADWAY SEGMENT LEVEL OF SERVICE RESULTS
BUILD-OUT UNDER THE EXISTING GENERAL PLAN WITH THE PROJECT (without Road 3)
(continued)

Roadway	From	To	Horizon Year with Project				Horizon Year w/o Project		Project ADT	Project Impact?
			Classification	LOS Threshold (LOS D)	ADT	LOS	ADT	LOS		
Old Highway 395	Gopher Canyon Road	Old Castle Road	4.1B	30,800	28,110 28,280	D	27,030 27,300	C	1,080 980	No
Champagne Boulevard	Old Castle Road	Lawrence Welk Drive	4.1B	30,800	20,430 20,600	B	19,450 19,700	B	980 900	No
Pankey Road	Pala Mesa Drive	SR-76	2.1A	15,000	10,380 10,540	B	9,460 9,700	A	920 840	No
Lilac Road	Couser Canyon Road	W. Lilac Road	2.2E	10,900	4,690 6,070	C	4,280 5,700	C	410 370	No
Lilac Road	W. Lilac Road	Old Castle Road	2.2E	10,900	8,420 9,310	D	7,650 8,600	D	770 710	No
Lilac Road	Old Castle Road	Anthony Road	2.1C	13,500	13,280 13,150	D	12,570 12,500	D	710 650	No
Lilac Road	Anthony Road	New Road 19 (east of Betsworth Road)	4.2B	25,000	23,760 24,590	D	23,340 24,200	D	420 390	No
Lilac Road	New Road 19 (east of Betsworth Road)	Valley Center Road	4.2B	25,000	40,570 41,360	F accepted at LOS E/F	40,280 41,100	F accepted at LOS E/F	290 260	Yes >200 ADT
Valley Center Road	Woods Valley Road	Lilac Road	4.2A	27,000	23,180 23,710	C	23,160 23,700	C	20 10	No
Valley Center Road	Lilac Road	Miller Road	4.1A	33,400	34,990 35,250	E	34,720 35,000	E	270 250	No <400ADT
Valley Center Road	Miller Road	Indian Creek Road	4.2A	27,000	35,550 35,790	F accepted at LOS E/F	35,340 35,600	F accepted at LOS E/F	210 190	Yes >200 ADT
Valley Center Road	Indian Creek Road	Cole Grade Road	4.2A	27,000	25,900 25,890	D	25,690 25,680	D	210 190	No
Valley Center Road	Cole Grade Road	Vesper Road	4.2A	27,000	16,670 16,680	A	16,580 16,600	A	90 80	No

TABLE 2.3-20
ROADWAY SEGMENT LEVEL OF SERVICE RESULTS
BUILD-OUT UNDER THE EXISTING GENERAL PLAN WITH THE PROJECT (without Road 3)
(continued)

Roadway	From	To	Horizon Year with Project				Horizon Year w/o Project		Project ADT	Project Impact?
			Classification	LOS Threshold (LOS D)	ADT	LOS	ADT	LOS		
Miller Road	Misty Oak Road	Valley Center Road	2.3B	8,000	2,520 2,530	A	2,490 2,500	A	30	No
Cole Grade Road	Fruitvale Road	Valley Center Road	4.2A	27,000	20,170 <u>20,180</u>	B	20,080 <u>20,100</u>	B	90 <u>80</u>	No

SOURCE: Appendix E

SOURCE: Chen Ryan Associates 2013.

Notes:

Bold letter indicates unacceptable LOS E or F.

*Proposed downgrade from 2.2C to 2.2F.

ADT = average daily traffic

LOS = level of service

TABLE 2.3-2021
ROADWAY SEGMENT LEVEL OF SERVICE RESULTS
BUILD-OUT UNDER THE EXISTING GENERAL PLAN WITHOUT THE PROJECT (with Road 3)

Roadway	From	To	Classification	LOS Threshold (LOS D)	ADT	LOS
E. Dulin Road	Old Highway 395	SR-76	2.1E	10,900	5,810 6,600	C
W. Lilac Road	Camino Del Rey	Camino Del Cielo	2.2E	10,900	4,960 5,200	C
W. Lilac Road	Camino Del Cielo	Old Highway 395	2.2E	10,900	6,300 6,600	C
W. Lilac Road	Old Highway 395	Main Street	2.2C	13,500	8,110 11,400	D C
W. Lilac Road	Main Street	Street "F"	2.2C	13,500	10,630 11,000	D C
W. Lilac Road	Street "F"	Road 3	2.2C	13,500	10,660 8,200	C
W. Lilac Road	Road 3	Covey Lane	2.2F	8,700	1,130 1,200	A
W. Lilac Road	Covey Lane	Circle R Drive	2.2F	8,700	1,130 1,200	A
W. Lilac Road	Circle R Drive	Lilac Road	2.2F	8,700	1,740 1,800	A
Camino Del Cielo	Camino Del Rey	W. Lilac Road	2.2E	10,900	4,890 4,900	C
Olive Hill Road	Shamrock Road	SR-76	2.2E	10,900	9,190 9,200	D
Camino Del Rey	SR-76	Old River Road	4.2B	25,000	18,780 18,900	B
Camino Del Rey	Old River Road	W. Lilac Road	4.2B	25,000	13,250 13,500	A
Camino Del Rey	W. Lilac Road	Camino Del Cielo	4.2B	25,000	8,080 8,100	A
Camino Del Rey	Camino Del Cielo	Old Highway 395	2.2C	13,500	8,080 8,100	C
Gopher Canyon Road	E. Vista Way	I-15 SB Ramps	4.1B	30,800	19,850 20,000	B
Gopher Canyon Road	I-15 SB Ramps	I-15 NB Ramps	4.1B	30,800	19,300 19,500	B
Gopher Canyon Road	I-15 NB Ramps	Old Highway 395	4.1B	30,800	19,350 19,600	B

TABLE 2.3-2021
ROADWAY SEGMENT LEVEL OF SERVICE RESULTS
BUILD-OUT UNDER THE EXISTING GENERAL PLAN WITHOUT THE PROJECT (with Road 3)
(continued)

Roadway	From	To	Classification	LOS Threshold (LOS D)	ADT	LOS
Circle R Drive	Old Highway 395	Mountain Ridge Road	2.2E	10,900	6,640 7,100	D E
Circle R Drive	Mountain Ridge Road	W. Lilac Road	2.2E	10,900	2,640 2,700	B
Old Castle Road	Old Highway 395	Lilac Road	2.2D	13,500	7,780 7,800	C
E. Vista Way	SR-76	Gopher Canyon Road	4.1A	33,400	20,750 20,800	B
E. Vista Way	Gopher Canyon Road	Osborne Street	4.1A	33,400	27,520 27,600	C
Old River Road	SR-76	Camino Del Rey	2.2C	13,500	8,370 8,500	C
Old Highway 395	Pala Mesa Drive	SR-76	4.2B	25,000	15,900 15,900	A
Old Highway 395	SR-76	E. Dulin Road	2.1D	13,500	14,580 14,900	E accepted at LOS E/F
Old Highway 395	E. Dulin Road	W. Lilac Road	2.1D	13,500	13,790 16,100	E accepted at LOS E/F
Old Highway 395	W. Lilac Road	I-15 SB Ramps	4.2B	25,000	19,520 20,900	C B
Old Highway 395	I-15 SB Ramps	I-15 NB Ramps	4.2B	25,000	16,250 17,100	B A
Old Highway 395	I-15 NB Ramps	Camino Del Rey	4.1B	30,800	13,960 14,300	B
Old Highway 395	Camino Del Rey	Circle R Drive	4.1B	30,800	20,540 20,900	B
Old Highway 395	Circle R Drive	Gopher Canyon Road	4.1B	30,800	27,290 27,800	D E
Old Highway 395	Gopher Canyon Road	Old Castle Road	4.1B	30,800	24,740 25,000	C
Champagne Boulevard	Old Castle Road	Lawrence Welk Drive	4.1B	30,800	19,360 19,600	B
Pankey Road	Pala Mesa Drive	SR-76	2.1A	15,000	9,360 9,600	A E

TABLE 2.3-2021
ROADWAY SEGMENT LEVEL OF SERVICE RESULTS
BUILD-OUT UNDER THE EXISTING GENERAL PLAN WITHOUT THE PROJECT (with Road 3)
(continued)

Roadway	From	To	Classification	LOS Threshold (LOS D)	ADT	LOS
Lilac Road	Couser Canyon Road	W. Lilac Road	2.2E	10,900	7,750 7,900	D
Lilac Road	W. Lilac Road	Old Castle Road	2.2E	10,900	8,130 8,300	D
Lilac Road	Old Castle Road	Anthony Road	2.1C	13,500	11,850 11,300	D
Lilac Road	Anthony Road	New Road 19 (east of Betsworth Road)	4.2B	25,000	19,140 19,200	B
Lilac Road	New Road 19 (east of Betsworth Road)	Valley Center Road	4.2B	25,000	33,880 33,900	F accepted at LOS E/F
Valley Center Road	Woods Valley Road	Lilac Road	4.2A	27,000	23,200	C
Valley Center Road	Lilac Road	Miller Road	4.1A	33,400	32,090 32,100	D
Valley Center Road	Miller Road	Indian Creek Road	4.2A	27,000	32,990 33,000	F accepted at LOS E/F
Valley Center Road	Indian Creek Road	Cole Grade Road	4.2A	27,000	23,790	C
Valley Center Road	Cole Grade Road	Vesper Road	4.2A	27,000	16,900	A
Miller Road	Misty Oak Road	Valley Center Road	2.3B	8,000	2,400	A
Cole Grade Road	Fruitvale Road	Valley Center Road	4.2A	27,000	17,990 18,000	<u>BA</u>

SOURCE: Appendix E

SOURCE: ~~Chen Ryan Associates 2013.~~

Notes:

Bold letter indicates unacceptable LOS E or F.

LOS = level of service

ADT = average daily traffic

TABLE 2.3-2422
ROADWAY SEGMENT LEVEL OF SERVICE RESULTS
BUILD-OUT UNDER THE EXISTING GENERAL PLAN WITH THE PROJECT (with Road 3)

Roadway	From	To	Horizon Year with Project				Horizon Year w/o Project		Project ADT	Project Impact?
			Classification	LOS Threshold (LOS D)	ADT	LOS	ADT	LOS		
E. Dulin Road	Old Highway 395	SR-76	2.1E	10,900	8,920 9,440	D	5,810 6,600	C	3,110 2,840	No
W. Lilac Road	Camino Del Rey	Camino Del Cielo	2.2E	10,900	5,910 6,070	C	4,960 5,200	C	950 870	No
W. Lilac Road	Camino Del Cielo	Old Highway 395	2.2E	10,900	7,470 7,660	D	6,300 6,600	C	1,170 1,060	No
W. Lilac Road	Old Highway 395	Main Street	2.2C	13,500	18,990 22,020	FE	8,110 11,400	DG	10,880 10,620	Yes > 200 ADT
W. Lilac Road	Main Street	Street "F"	2.2F*	8,700	12,080 12,300	F	10,630 11,000	D	1,450 1,330	Yes > 100 ADT
W. Lilac Road	Street "F"	Road 3	2.2F*	8,700	12,010 12,230	F	10,660 11,000	D	1,350 1,230	Yes > 100 ADT
W. Lilac Road	Road 3	Covey Lane	2.2F	8,700	1,680 9,430	A	1,130 1,200	A	550 1,230	No
W. Lilac Road	Covey Lane	Circle R Drive	2.2F	8,700	1,420 1,890	A	1,130 1,200	A	290 690	No
W. Lilac Road	Circle R Drive	Lilac Road	2.2F	8,700	1,980 2,020	A	1,740 1,800	A	240 220	No
Camino Del Cielo	Camino Del Rey	W. Lilac Road	2.2E	10,900	4,920 4,930	C	4,890 4,900	C	30	No
Olive Hill Road	Shamrock Road	SR-76	2.2E	10,900	9,220 9,230	D	9,190 9,200	D	30	No
Camino Del Rey	SR-76	Old River Road	4.2B	25,000	19,230 19,310	B	18,780 18,900	B	450 410	No
Camino Del Rey	Old River Road	W. Lilac Road	4.2B	25,000	14,230 14,400	A	13,250 13,500	A	980 900	No
Camino Del Rey	W. Lilac Road	Camino Del Cielo	4.2B	25,000	8,140 8,160	A	8,080 8,100	A	60	No
Camino Del Rey	Camino Del Cielo	Old Highway 395	2.2C	13,500	8,160 8,170	C	8,080 8,100	C	80 70	No
Gopher Canyon Road	E. Vista Way	I-15 SB Ramps	4.1B	30,800	20,440 20,540	B	19,850 20,000	B	590 540	No
Gopher Canyon Road	I-15 SB Ramps	I-15 NB Ramps	4.1B	30,800	20,090 20,080	B	19,500 19,500	B	790 580	No
Gopher Canyon Road	I-15 NB Ramps	Old Highway 395	4.1B	30,800	20,330 20,220	B	19,600 19,600	B	980 620	No
Circle R Drive	Old Highway 395	Mountain Ridge Road	2.2E	10,900	8,440 8,050	D	6,640 7,100	DG	1,800 950	No

TABLE 2.3-2422
ROADWAY SEGMENT LEVEL OF SERVICE RESULTS
BUILD-OUT UNDER THE EXISTING GENERAL PLAN WITH THE PROJECT (with Road 3)
(continued)

Roadway	From	To	Horizon Year with Project				Horizon Year w/o Project		Project ADT	Project Impact?
			Classification	LOS Threshold (LOS D)	ADT	LOS	ADT	LOS		
Circle R Drive	Mountain Ridge Road	W. Lilac Road	2.2E	10,900	2,880 3,350	B	2,640 2,700	B	240 650	No
Old Castle Road	Old Highway 395	Lilac Road	2.2D	13,500	7,870 7,880	C	7,780 7,800	C	90 80	No
E. Vista Way	SR-76	Gopher Canyon Road	4.1A	33,400	20,950 20,980	B	20,750 20,800	B	200 180	No
E. Vista Way	Gopher Canyon Road	Osborne Street	4.1A	33,400	27,840 27,890	C	27,520 27,600	C	320 290	No
Old River Road	SR-76	Camino Del Rey	2.2C	13,500	8,900 8,980	C	8,370 8,500	C	530 480	No
Old Highway 395	Pala Mesa Drive	SR-76	4.2B	25,000	16,400 16,510	A	15,730 15,900	A	670 610	No
Old Highway 395	SR-76	E. Dulin Road	2.1D	13,500	15,820 16,030	E accepted at LOS E/F	14,580 14,900	E accepted at LOS E/F	1,240 1,130	Yes ➤200 ADT
Old Highway 395	E. Dulin Road	W. Lilac Road	2.1D	13,500	18,150 20,080	FE	13,790 16,100	E	4,360 3,980	Yes ➤200 ADT
Old Highway 395	W. Lilac Road	I-15 SB Ramps	4.2B	25,000	24,940 26,540	ED	19,520 20,900	CB	5,420 5,640	Yes ➤400 ADT No
Old Highway 395	I-15 SB Ramps	I-15 NB Ramps	4.2B	25,000	19,600 20,710	CB	16,250 17,100	BA	3,350 3,610	No
Old Highway 395	I-15 NB Ramps	Camino Del Rey	4.1B	30,800	15,310 15,950	B	13,960 14,300	B	1,350 1,650	No
Old Highway 395	Camino Del Rey	Circle R Drive	4.1B	30,800	21,950 22,600	B	20,540 20,900	B	1,410 1,700	No
Old Highway 395	Circle R Drive	Gopher Canyon Road	4.1B	30,800	29,360 29,360	D	27,290 27,800	DG	2,020 1,560	No
Old Highway 395	Gopher Canyon Road	Old Castle Road	4.1B	30,800	25,770 25,940	C	24,740 25,000	C	1,030 940	No
Champagne Boulevard	Old Castle Road	Lawrence Welk Drive	4.1B	30,800	20,300 20,460	B	19,360 19,600	B	940 860	No
Pankey Road	Pala Mesa Drive	SR-76	2.1A	15,000	10,300 10,460	B	9,360 9,600	AG	940 860	No

TABLE 2.3-2422
ROADWAY SEGMENT LEVEL OF SERVICE RESULTS
BUILD-OUT UNDER THE EXISTING GENERAL PLAN WITH THE PROJECT (with Road 3)
(continued)

Roadway	From	To	Horizon Year with Project				Horizon Year w/o Project		Project ADT	Project Impact?
			Classification	LOS Threshold (LOS D)	ADT	LOS	ADT	LOS		
Lilac Road	Couser Canyon Road	W. Lilac Road	2.2E	10,900	8,360 8,450	D	7,750 7,900	D	640 550	No
Lilac Road	W. Lilac Road	Old Castle Road	2.2E	10,900	8,800 8,910	D	8,130 8,300	D	670 610	No
Lilac Road	Old Castle Road	Anthony Road	2.1C	13,500	12,430 11,830	D	11,850 11,300	D	580 530	No
Lilac Road	Anthony Road	New Road 19 (east of Betsworth Road)	4.2B	25,000	19,380 19,420	B	19,140 19,200	B	240 220	No
Lilac Road	New Road 19 (east of Betsworth Road)	Valley Center Road	4.2B	25,000	33,940 33,960	F accepted at LOS E/F	33,880 33,900	F accepted at LOS E/F	60	No ← 200 ADT
Valley Center Road	Woods Valley Road	Lilac Road	4.2A	27,000	23,220 23,210	C	23,200	C	20 10	No
Valley Center Road	Lilac Road	Miller Road	4.1A	33,400	32,140	D	32,090 32,100	D	50 40	No
Valley Center Road	Miller Road	Indian Creek Road	4.2A	27,000	33,020 33,030	F accepted at LOS E/F	32,990 32,000	F accepted at LOS E/F	30	No ← 200 ADT
Valley Center Road	Indian Creek Road	Cole Grade Road	4.2A	27,000	23,820	C	23,790	C	30	No
Valley Center Road	Cole Grade Road	Vesper Road	4.2A	27,000	16,900	A	16,900	A	0	No
Miller Road	Misty Oak Road	Valley Center Road	2.3B	8,000	2,420 2,410	A	2,400	A	20 10	No
Cole Grade Road	Fruitvale Road	Valley Center Road	4.2A	27,000	18,020 18,030	B	17,990 18,000	BA	30	No

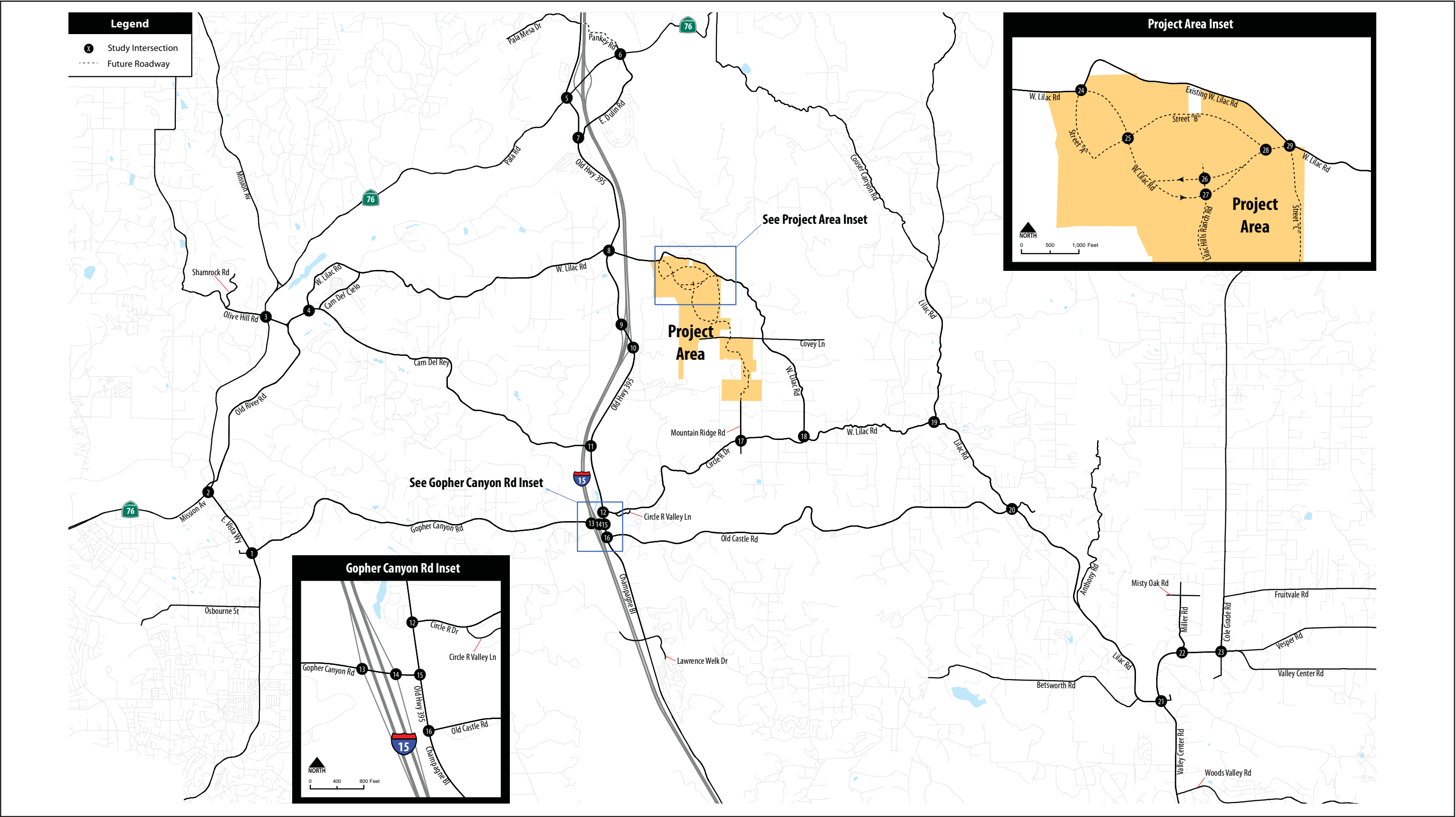
SOURCE: Appendix E. SOURCE: Chen Ryan Associates 2013.

Notes:

Bold letter indicates unacceptable LOS E or F.

*Proposed downgrade from 2.2C to 2.2F.

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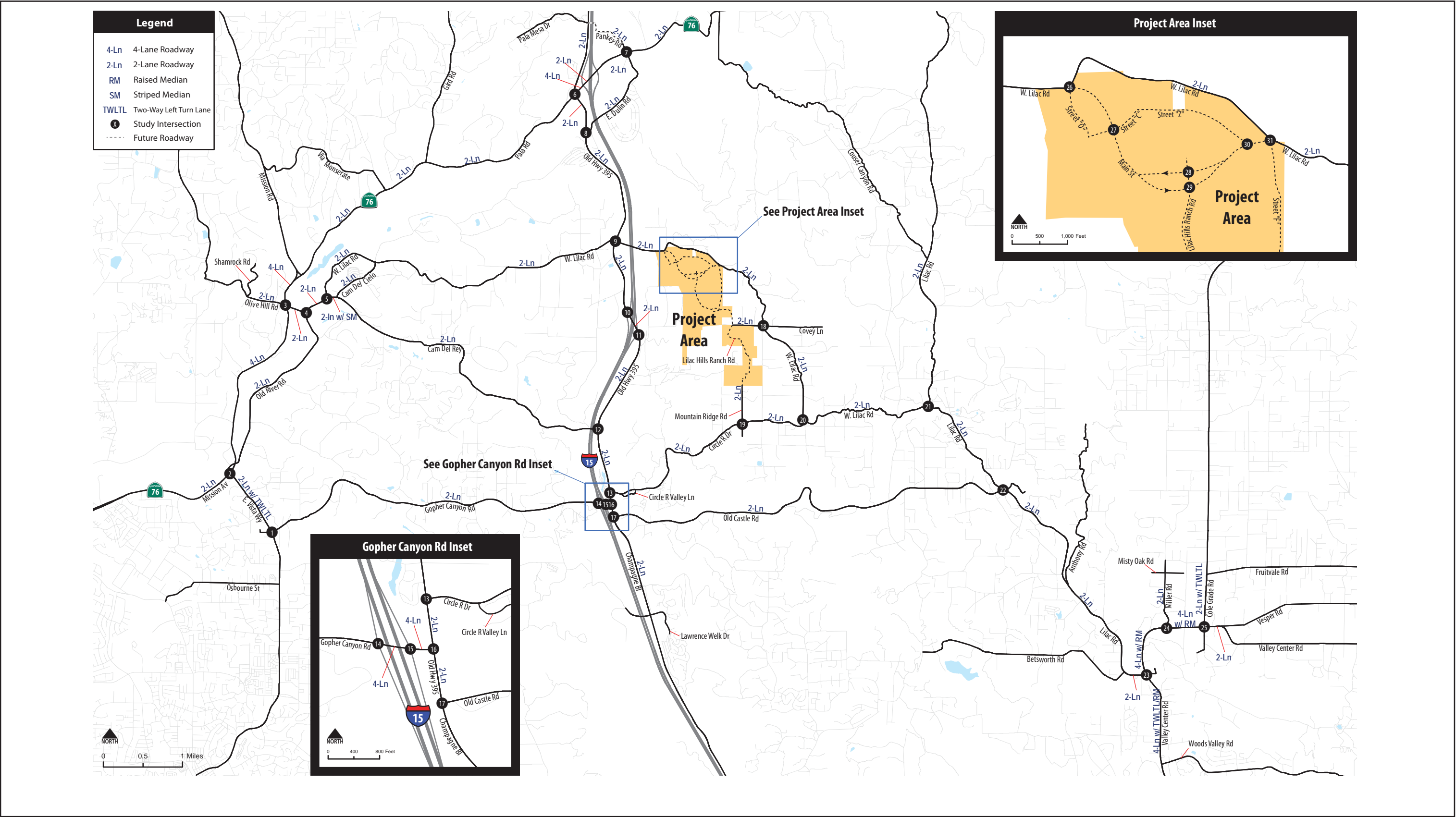


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FIGURE 2.3-1
Transportation and Traffic Study Area

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FIGURE 2.3-2
Existing Roadway Network

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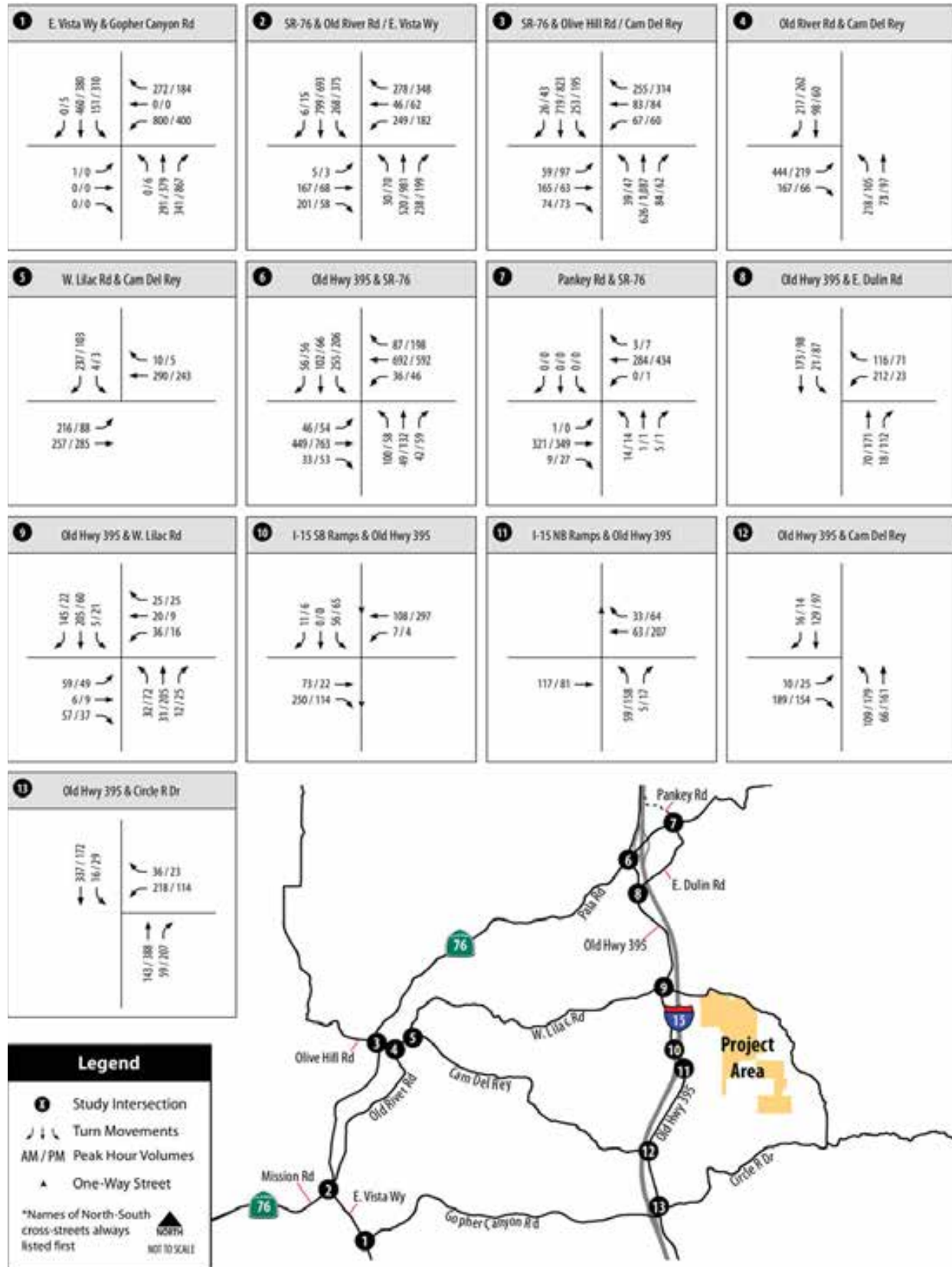


FIGURE 2.3-4a

Existing Intersection Peak Hour Traffic (Intersections 1-13)

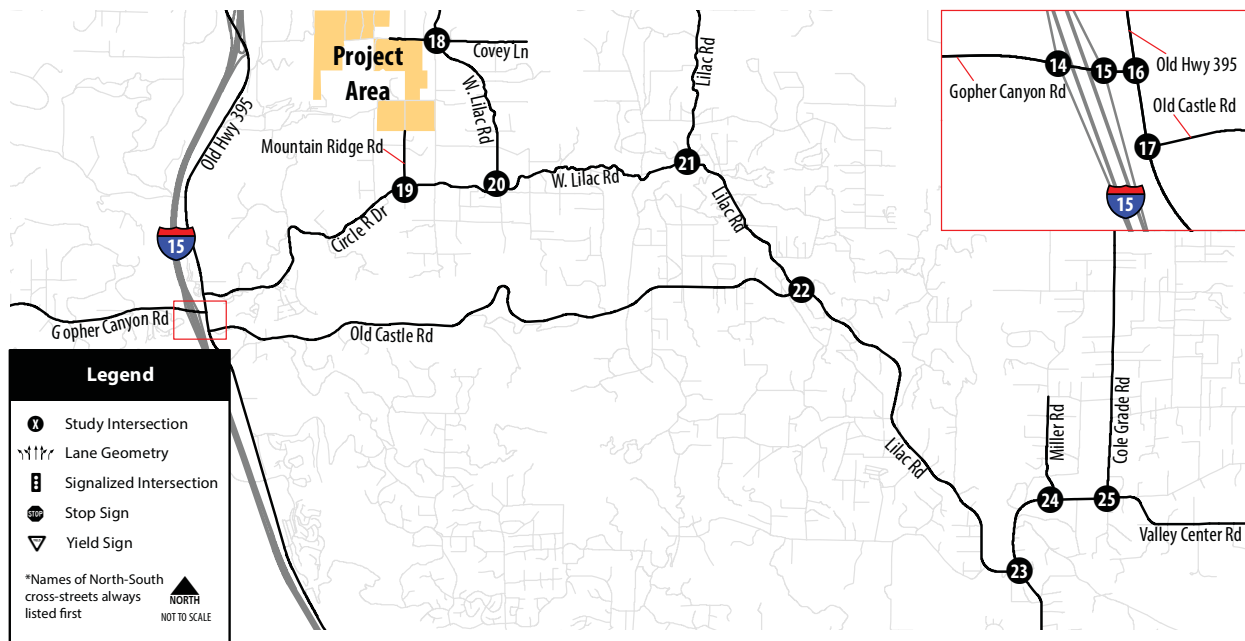
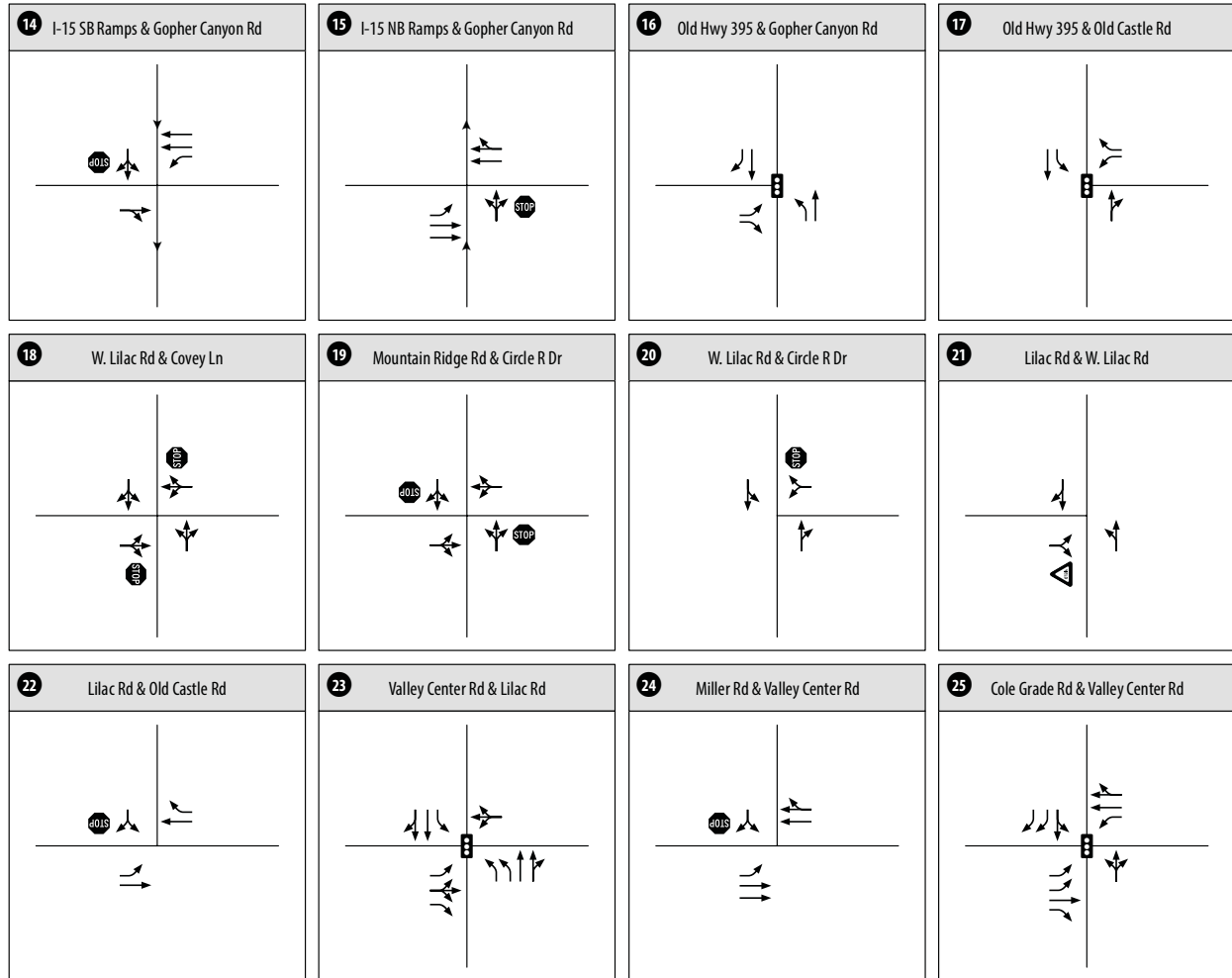
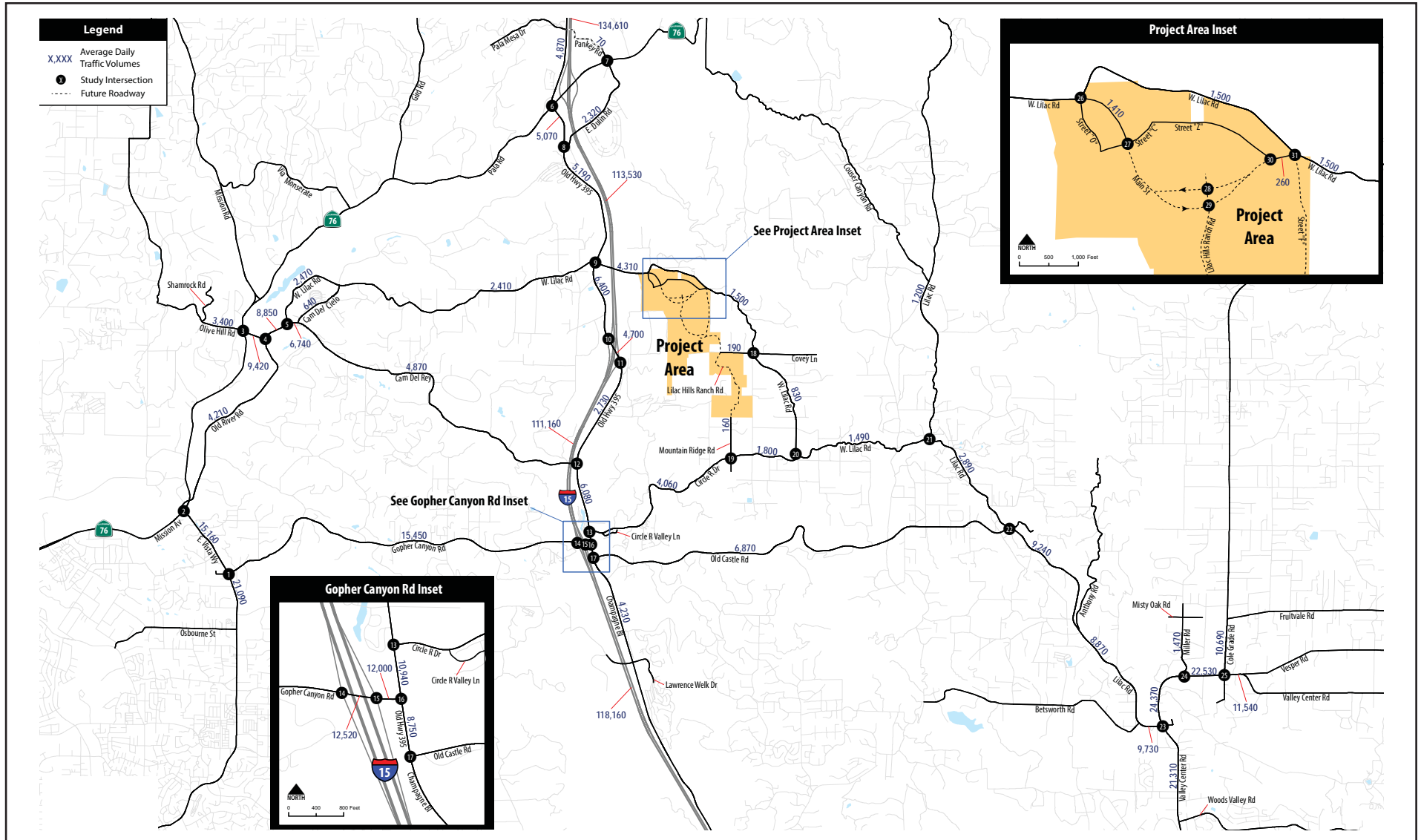


FIGURE 2.3-4b
Existing Intersection Peak Hour Traffic (Intersections 14-25)



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FIGURE 2.3-5a
Roadway Average Daily Traffic Volumes- Existing Plus Project (Traffic Scenario A)

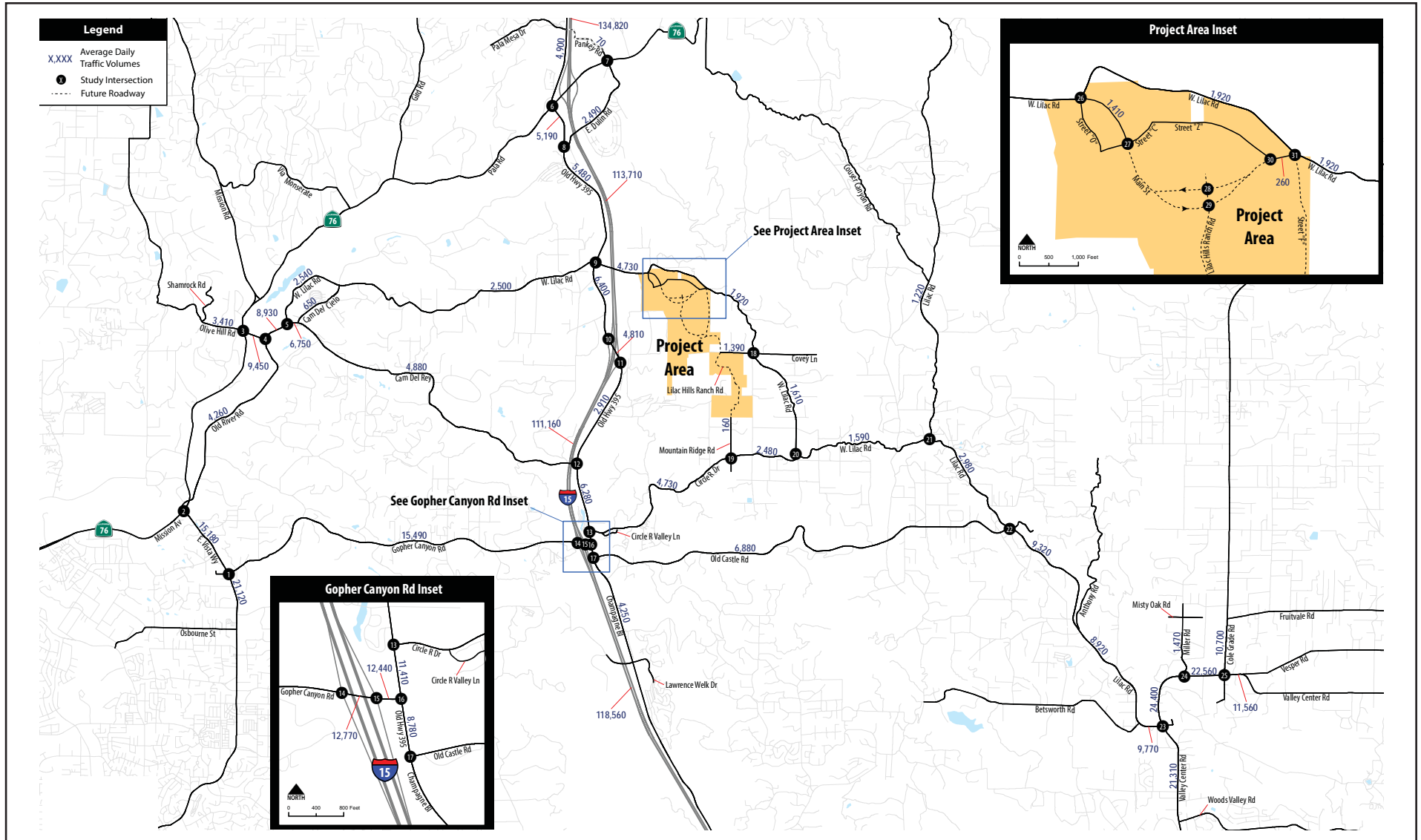
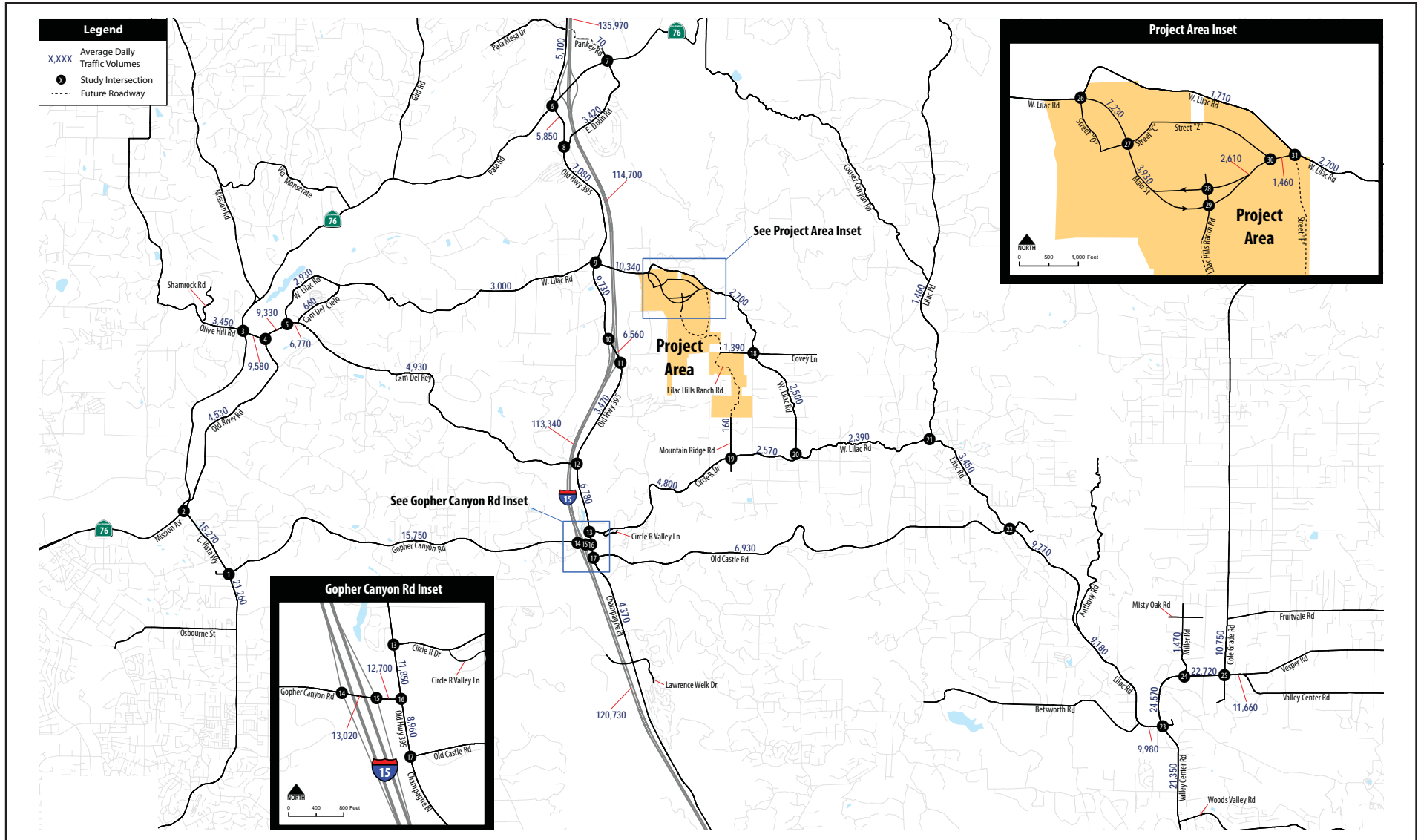


FIGURE 2.3-5b

Roadway Average Daily Traffic Volumes- Existing Plus Project (Traffic Scenario B)

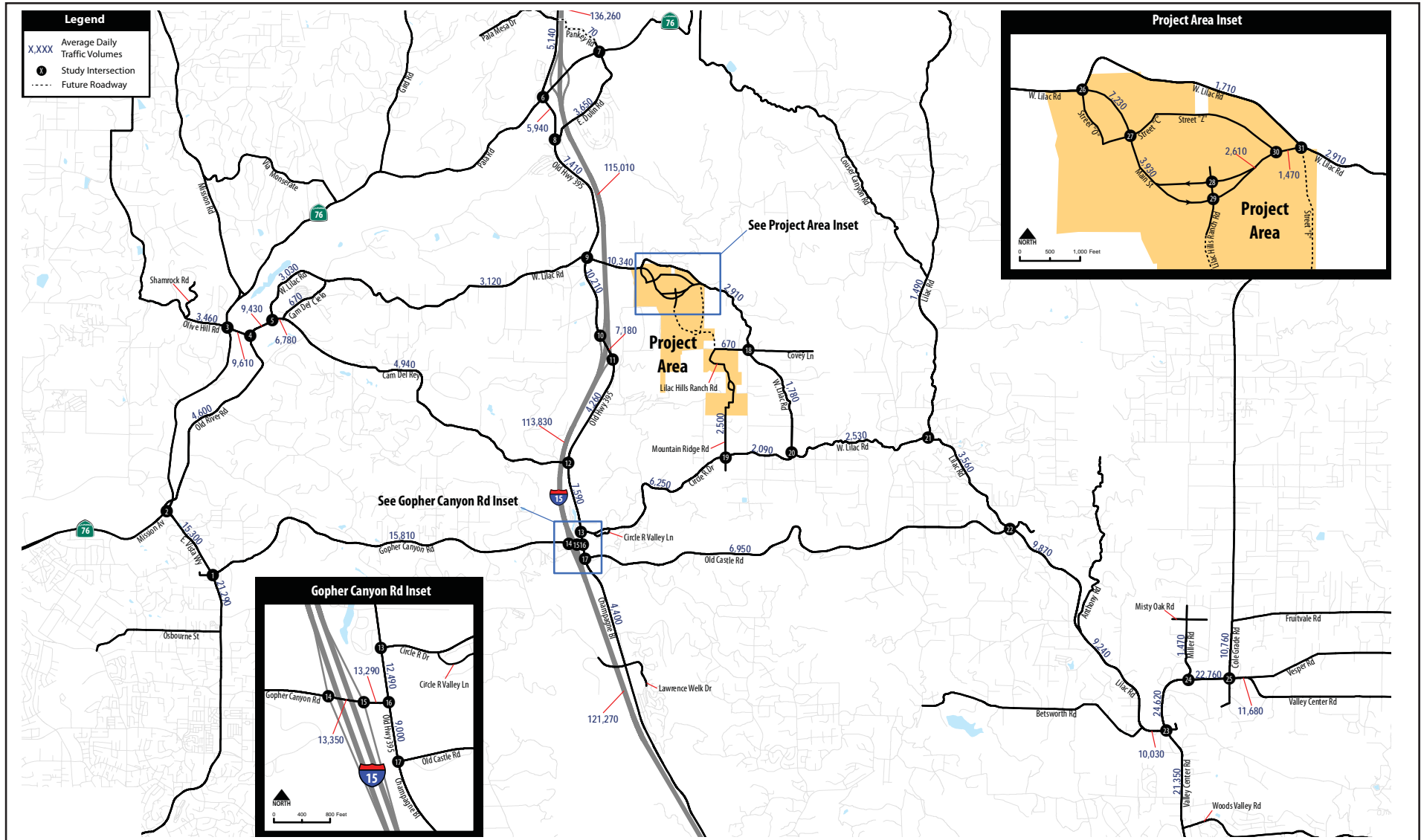


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FIGURE 2.3-5c
Roadway Average Daily Traffic Volumes- Existing Plus Project (Traffic Scenario C)

Map Source: Chen Ryan, 2014

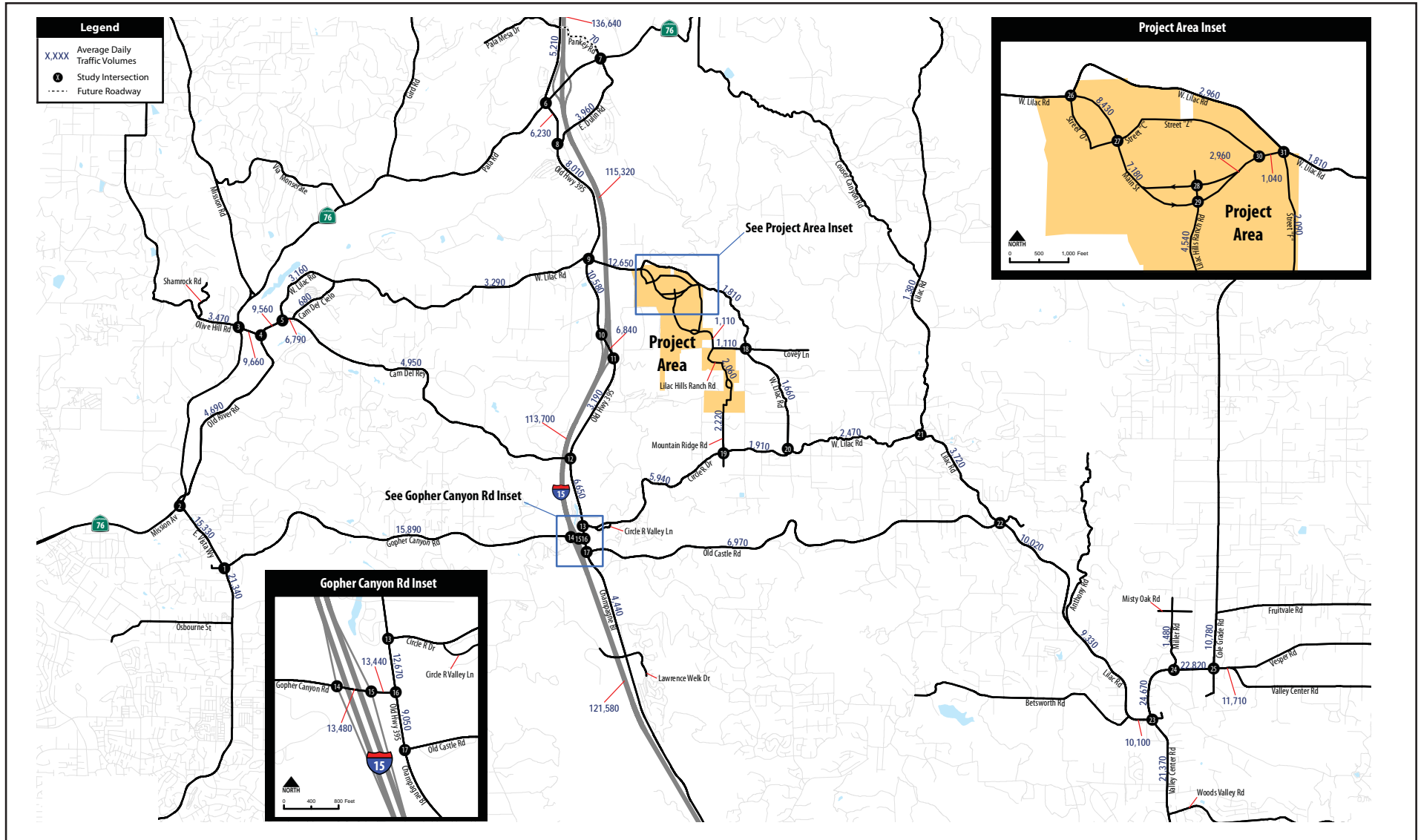


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FIGURE 2.3-5d
Roadway Average Daily Traffic Volumes- Existing Plus Project (Traffic Scenario D)



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FIGURE 2.3-5e
Roadway Average Daily Traffic Volumes- Existing Plus Project (Scenario E, Build-out)

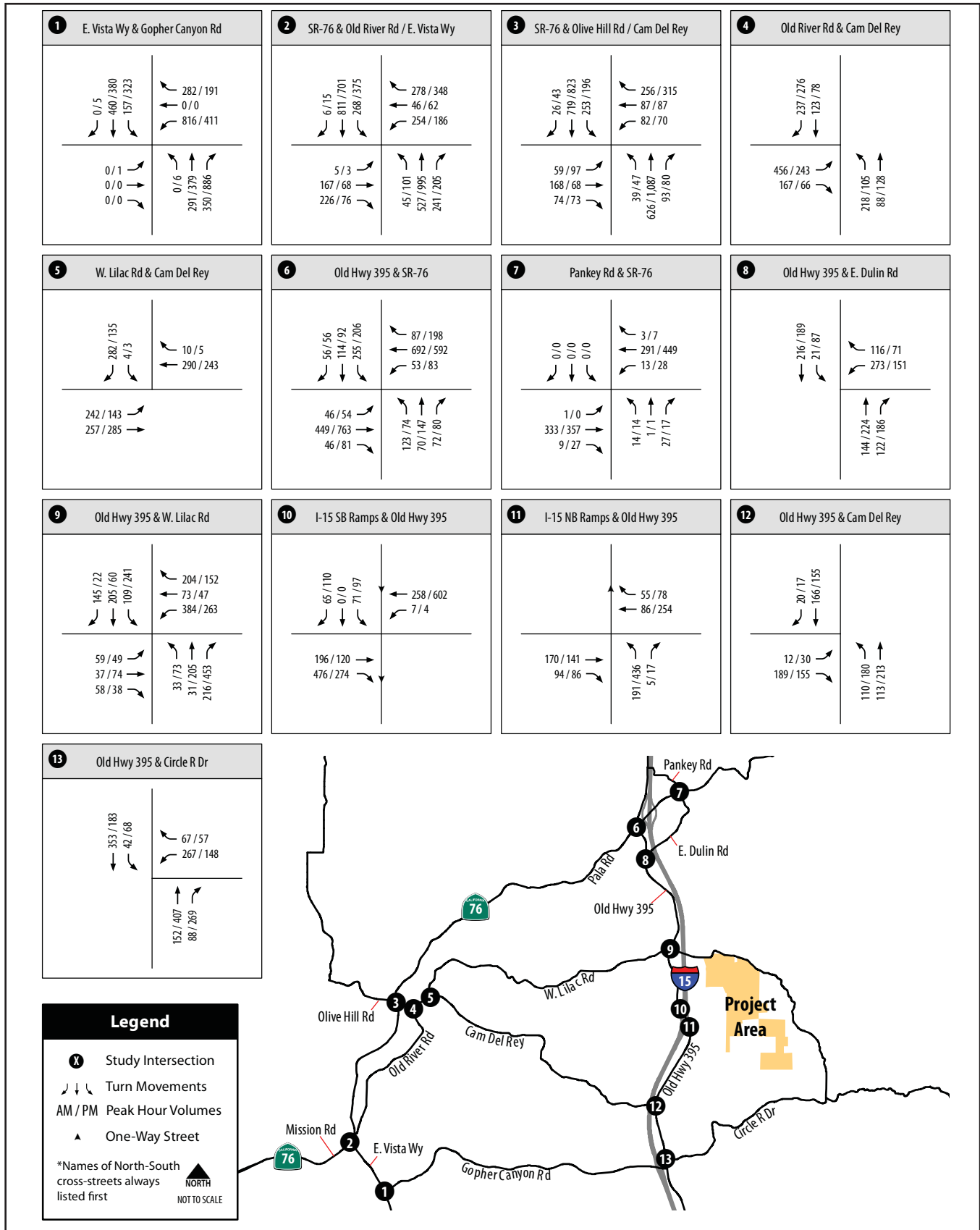


FIGURE 2.3-6a
Existing Plus Project Intersection
Peak Hour Traffic (Intersections 1-13)

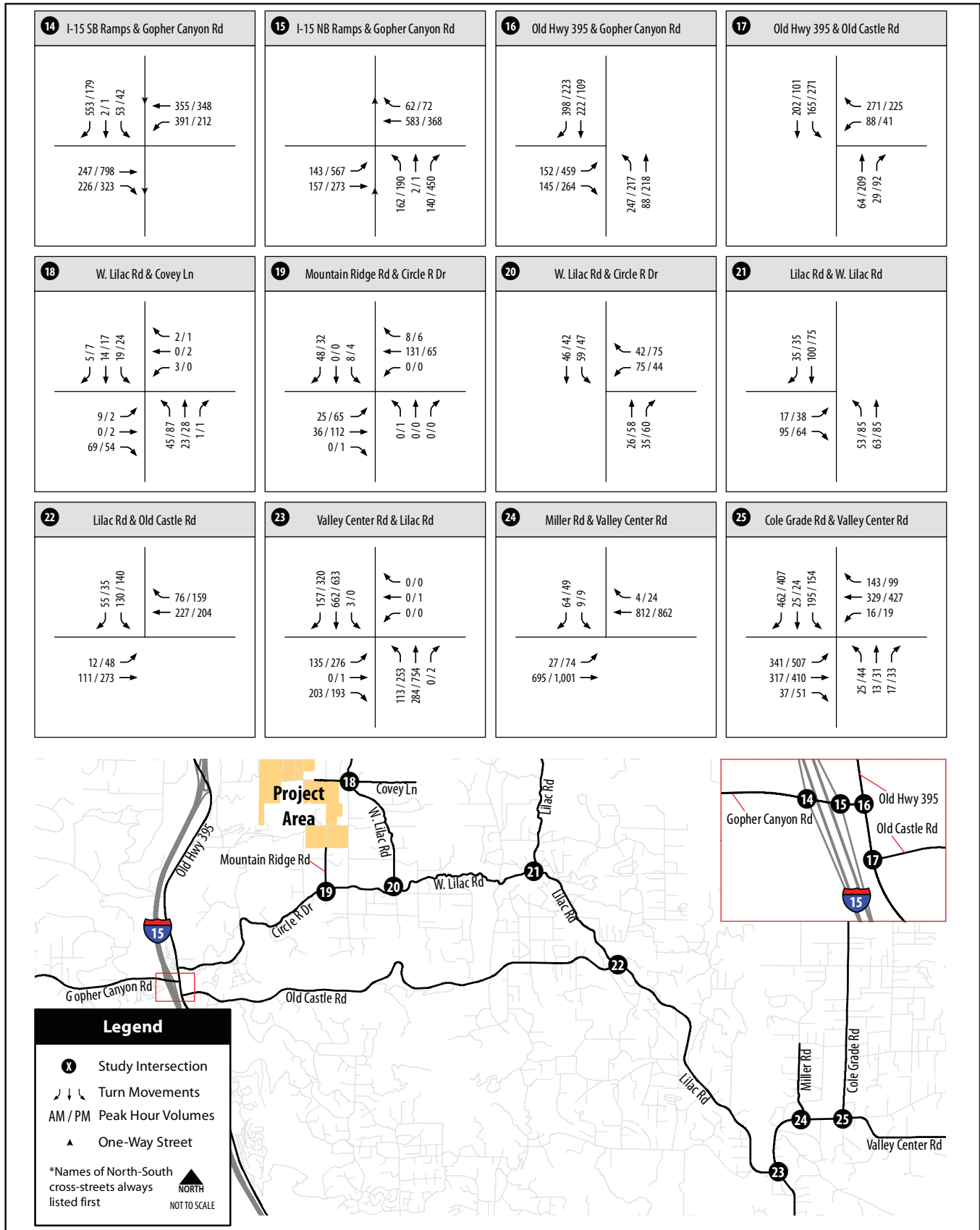


FIGURE 2.3-6b
Existing Plus Project Intersection
Peak Hour Traffic (Intersections 14-25)

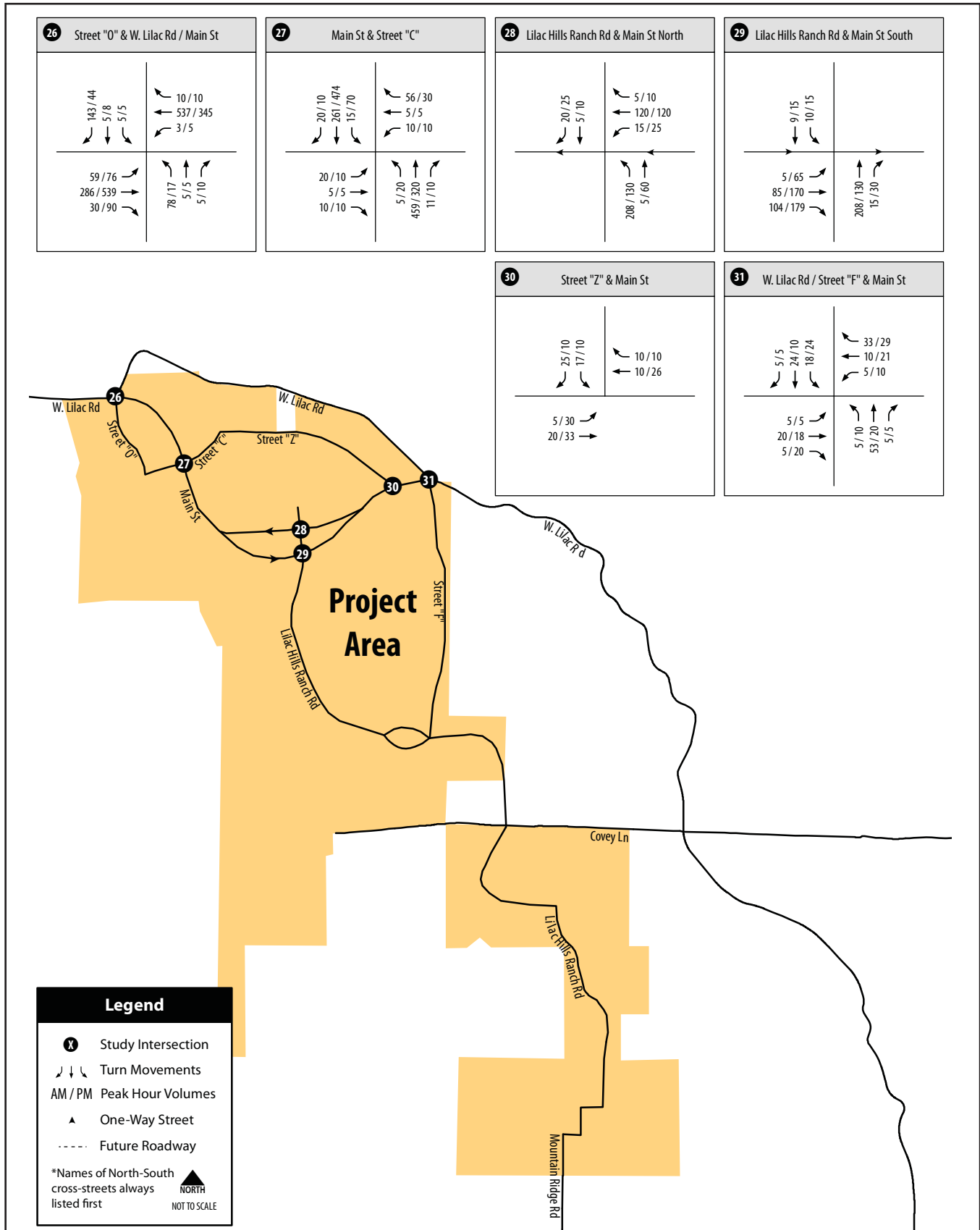


FIGURE 2.3-6c

Existing Plus Project Intersection
Peak Hour Traffic (Intersections 25-31)

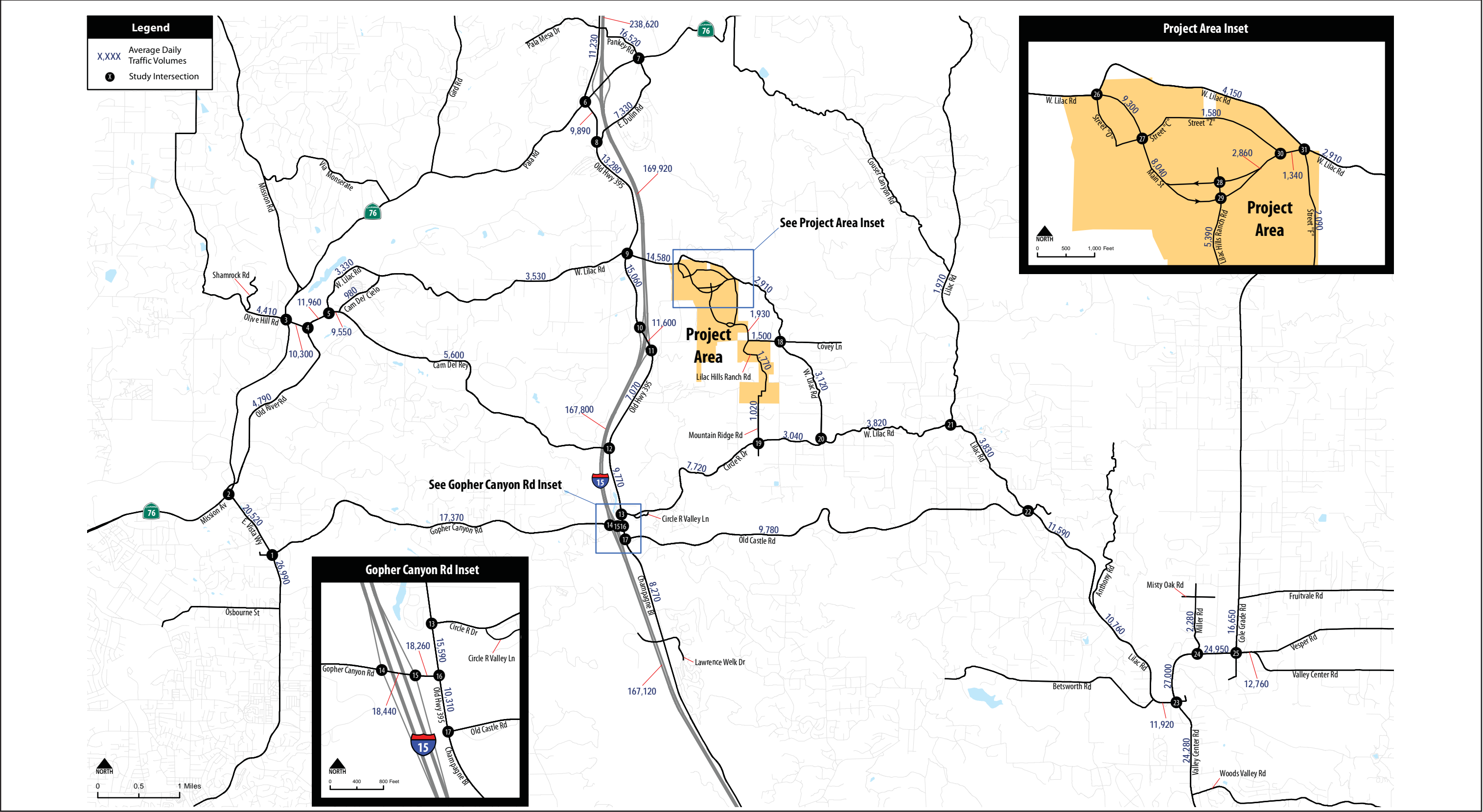


FIGURE 2.3-7
Existing Plus Cumulative Projects Plus Project Roadway ADT

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Telephone (760) 744-0460

June 5, 2014

County of San Diego
Planning & Development Services
Zoning Division
5510 Overland Avenue, Suite 110
San Diego, CA 92123

RE: NEWLAND SIERRA DEVELOPMENT

APN 172-091-07, 172-220-14, 16 and 18, 174-190-12, 13, 20, 41, 43 and 44,
174-210-01, 05, 07, 08, 11, 12, 17 and 18, 174-211-04, 05, 06 and 07, 174-280-11
and 14, 174-290-02, 178-100-05 and 26, 178-101-01, 16, 17, 25 through 28,
178-221-09, 180-020-29, 182-040-36 and 69, 186-250-13, 186-611-01, 07 through
9, 11, 14 through 17 and 23, 187-540-49 and 51

Newland Sierra, LLC (Developer)

General

The above referenced project is within the water service boundary of the Vallecitos Water District (VWD or District) and is eligible for service. While portions of the project are within VWD's sewer service boundary, the majority of the project property is outside of the sewer service boundary and would require annexation prior to being eligible for sewer service. Service will be provided under the rules and regulations of the District, under normal operating conditions after all required fees have been paid and all conditions of the District have been satisfied.

At this time, the developer has not submitted a site plan or project description. When the project is submitted, VWD will require the completion of a water and sewer study that will evaluate the development's proposed land use against the County-approved land use that is utilized in the District's current Master Plan. The water and sewer study will assess the impacts of any increased density and provide mitigation measures which will be required prior to District approval of the project. The 2008 VWD Master Plan land use for the project property is a mix of Hillside Residential (0.5 – 0.25 du/ac), Intensive Agriculture (0.125 - 0.5 du/ac) and Ag Preserve (0.125 du/ac).

Any existing District pipelines located within the boundaries of the project that are in conflict with the proposed development will require relocation within the public right-of-way or District easements. District policy requires that all newly created parcels have frontage on

**SDC PDS RCVD 09-08-14
MPA14-018**

the District main and extensions of facilities to serve each newly created parcel will be required. The exact location of the main line extensions and relocation will be determined during the design phase of the project.

Water or Sewer facilities not within the public right-of-way will require a minimum 20-foot easement granted to the District. The District may require additional easements through the project or private properties for future extensions. The owner of the project is responsible for obtaining any easements including expenses incurred. Joint use of these easements is not allowed by the District and easements for storm drain and other facilities should be analyzed early so that adequate sizing of easements for all facilities and various agencies is provided.

No structures will be allowed over District facilities. This includes but is not limited to, walls, entrance medians, landscaping, gates, guard house structures, curbs and gutters, or driveways that will be constructed over District facilities.

Water Service

The property is located within two pressure zones (source of water for fire protection and domestic use). One zone maintains a hydraulic gradeline (HGL) of 1228, one maintains an HGL of 1330 and the other maintains an HGL of 1608 feet above sea level (msl). The District requires minimum static water pressure of 40 psi at the water meter. For protection of District facilities, any areas with water pressures near or higher than 150 psi will require water pressure regulators before the meter.

There are existing water facilities located throughout the project. Any water lines in conflict with the development will require relocation into public right-of-ways and may require District easements across a portion of the lots. Drivable access to, and along, the facilities must be maintained at all times.

A Water Supply Assessment (WSA) will be required for this project. The Assessment will identify long term water supplies from both the San Diego County Water Authority and the Metropolitan District of Southern California and determine if sufficient water supplies are expected to be available over the next 20 years to serve the development.

Although the WSA will identify long term water supplies, it does not identify the project's impact on the District's existing infrastructure and storage facilities. Because of the project's potential increased densities, a water study for both onsite facilities and offsite facilities is required for the entire project to determine both on-site and offsite infrastructure, including storage, necessary to serve the development. The water study will also identify any regional components necessary to serve the project.

Fire Flow Requirements

The Fire Department should be contacted to verify fire flow requirements and location of fire flow facilities required for the proposed project. A hydraulic analysis prepared by the District will be required to determine the available fire flow for the project. The owner/developer is responsible for all costs incurred in obtaining the hydraulic analysis. Looping or upgrades to the existing facilities both onsite and offsite may be required based on results of the required Water and Sewer Study or Fire Flow Analysis. It is recommended that the hydraulic analysis be completed early in the process so not to cause any delay in the design and plan check process.

Sewer Service

The property is partially within the boundaries of the Vallecitos Water District for sewer service. The portion of the property not within VWD's sewer service boundary will require annexation prior to being eligible for sewer service. Sewer service will only be provided under the rules and regulations of the District, under normal operating conditions and after all required fees have been paid and all conditions of the District have been satisfied.

There are existing sewer facilities located in Deer Springs Road at the very southern portion of the project. Any sewer facilities in conflict with the development will require relocation into public right-of-ways and may require easements across a portion of the lots. Access to, and along, the facilities must be maintained at all times.

A sewer analysis is also required to determine if the existing facilities both onsite and offsite are adequately sized to provide service to the proposed project. Because of the potential increased density, the proposed development's wastewater flows may have an impact on the District's downstream sewer collection and conveyance system, as well as treatment facilities. Upgrades to existing collection and conveyance facilities, existing Land Outfall, and the Encina Wastewater Authority may be required, and may include the purchase or construction of additional treatment and disposal capacity. Actual facility sizing and requirements will be determined upon completion of the sewer analysis by the District or the District's Consultant.

Conclusion

At this time, the developer/owner is required to complete a water and sewer study and a Water Supply Assessment for the project. Until these are completed, the District cannot determine the impacts the project will have on existing facilities. The project specific impacts will be analyzed in conjunction with the District's current Master Plan.

Costs associated with the District review as well as costs associated with the review of the project's impact on the District's Master Plan facilities shall be the responsibility of the

Newland Sierra Development

June 5, 2014

Page 4

developer/owner. To avoid any delays in processing the project, it is recommended that the study be requested early to allow ample time for the District to complete. *As mentioned above, the potential increased density of the project may have a significant impact on offsite facilities both for this project and cumulatively with other projects currently being proposed. These projects may significantly impact District facilities including local water and sewer mains, water storage, the sewer interceptor, pump stations, outfall and treatment.*

The District adopted Ordinance No. 162 on May 6, 2009, which identifies various water conservation measures as they relate to current and future drought conditions including the curtailment of availability letters and limiting new service connections at Drought Level 3.

This letter is issued for planning purposes only, and is not a representation, expressed or implied that the District will provide service at a future date. The Vallecitos Water District relies one hundred percent on imported water supplies. Water may not be available at the time the project is built. Commitments to provide service are made by the District Board of Directors and are subject to compliance with District fees, charges, rules and regulations.

Sincerely,

VALLECITOS WATER DISTRICT



Eileen Koonce
Engineering Technician III

cc: Ken Gerdes, Director of Engineering and Operations
James Gumpel, District Engineer
Rob Scholl, Development Services Senior Engineer



County of San Diego, Planning & Development Services
PROJECT FACILITY AVAILABILITY - SEWER
ZONING DIVISION

Please type or use pen

Newland Sierra, LLC (858) 875-8219
 Owner's Name Phone
 9820 Towne Centre Drive, Suite 100
 Owner's Mailing Address Street
 San Diego CA 92121
 City State Zip

ORG _____
 ACCT _____
 ACT _____
 TASK _____
 DATE _____ AMT \$ _____

S

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 Attached to Attached zone
☐ Major Use Permit (MUP), purpose: _____
☐ Time Extension... Case No. _____
☐ Expired Map... Case No. _____
☐ Other _____

Assessor's Parcel Number(s)
 (Add extra if necessary)

- B. ☒ Residential Total number of dwelling units 2,136
☒ Commercial Gross floor area 81,000 s.f.
☒ Industrial Gross floor area _____
☒ Other Gross floor area 33,000 s.f. [school]

C. Total Project acreage 1989 Total lots 1202 Smallest proposed lot 3000

- D. Is the project proposing its own wastewater treatment plant? ☐ Yes ☒ No
 Is the project proposing the use of reclaimed water? ☐ Yes ☒ No

See attached	

Thomas Guide Page 1089 Grid B6

Mesa Rock Road @ Deer Springs Road

Project address Street

North County Metro Subregion 92069

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: [Signature] Date: 5/28/14

Address: 9820 Towne Centre Drive, Suite 100, San Diego, CA 92121 Phone: (858) 875-8219

(On completion of above, present to the district that provides sewer protection to complete Section 2 below.)

SECTION 2: FACILITY AVAILABILITY

TO BE COMPLETED BY DISTRICT

District name Vallecitos Water District Service area Sewer

- A. ☒ Project is in the District. (partial)
☒ Project is not in the District but is within its Sphere of Influence boundary, owner must apply for annexation. (partial)
☐ Project is not in the District and is not within its Sphere of Influence boundary.
☐ 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: _____

☐ Project will not be served for the following reason(s): _____

- C. ☐ District conditions are attached. Number of sheets attached: _____
☐ District has specific water reclamation conditions which are attached. Number of sheets attached: _____
☒ District will submit conditions at a later date. see attached

- D. ☒ How far will the pipeline(s) have to be extended to serve the project? to be determined

This Project Facility Availability Form is valid until final discretionary action is taken pursuant to the application for the proposed project or until it is withdrawn, unless a shorter expiration date is otherwise noted.

Authorized Signature

Print Name and Title

Phone

Date

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: Planning & Development Services, Zoning Counter, 5510 Overland Ave. Suite 110 San Diego, CA 92123

Newland Sierra APNs

172-091-07
172-220-14, 16, and 18
174-190-12, 13, 20, 41, 43, and 44
174-210-01, 05, 07, 08, 11 12, 17 and 18
174-211-04, 05, 06, and 07
174-280-11 and 14
174-290-02
178-100-05 and 26
178-101-01, 16, 17, 25 through 28
178-221-09
180-020-29
182-040-36 and 69
186-250-13
186-611-01, 07 through 9, 11, 14 through 17, and 23
187-540-49 through 51

Rezone (Reclassification) from C36, C30, RR, A70, S92 and S82 to C34, RU, A70 and OP zone.



County of San Diego, Planning & Development Services
PROJECT FACILITY AVAILABILITY - WATER
ZONING DIVISION

<i>Please type or use pen</i>			W
Newland Sierra, LLC (858) 875-8219		ORG _____	
Owner's Name _____	Phone _____	ACCT _____	
9820 Towne Centre Drive, Suite 100		ACT _____	
Owner's Mailing Address _____	Street _____	TASK _____	
San Diego CA 92121		DATE _____ AMT \$ _____	
City _____	State _____ Zip _____	DISTRICT CASHIER'S USE ONLY	

SECTION 1. PROJECT DESCRIPTION	TO BE COMPLETED BY APPLICANT								
<p>A. <input checked="" type="checkbox"/> Major Subdivision (TM) <input checked="" type="checkbox"/> Specific Plan or Specific Plan Amendment <input type="checkbox"/> Minor Subdivision (TPM) <input type="checkbox"/> Certificate of Compliance: _____ <input type="checkbox"/> Boundary Adjustment <input checked="" type="checkbox"/> Rezone (Reclassification) from _____ Attached to _____ Attached zone. <input type="checkbox"/> Major Use Permit (MUP), purpose: _____ <input type="checkbox"/> Time Extension...Case No. _____ <input type="checkbox"/> Expired Map...Case No. _____ <input type="checkbox"/> Other _____</p> <p>B. <input checked="" type="checkbox"/> Residential Total number of dwelling units <u>2,136</u> <input checked="" type="checkbox"/> Commercial Gross floor area <u>81,000 s.f.</u> <input checked="" type="checkbox"/> Industrial Gross floor area _____ <input checked="" type="checkbox"/> Other Gross floor area <u>33,000 s.f. [school]</u></p> <p>C. <input type="checkbox"/> Total Project acreage <u>1,989</u> Total number of lots <u>3,000</u></p> <p>D. Is the project proposing the use of groundwater? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Is the project proposing the use of reclaimed water? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>	<p>Assessor's Parcel Number(s) (Add extra if necessary)</p> <table border="1" style="width:100%"> <tr><td style="height: 40px;">See attached</td><td></td></tr> <tr><td style="height: 40px;"></td><td></td></tr> <tr><td style="height: 40px;"></td><td></td></tr> <tr><td style="height: 40px;"></td><td></td></tr> </table> <p>Thomas Guide Page <u>1089</u> Grid <u>B6</u> Mesa Rock Road @ Deer Springs Road Project address _____ Street _____ North County Metro Subregion <u>92069</u> Community Planning Area/Subregion _____ Zip _____</p>	See attached							
See attached									
<p>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.</p> <p>Applicant's Signature: <u>[Signature]</u> Date: <u>5/28/14</u> Address: <u>9820 Towne Centre Drive, Suite 100, San Diego, CA 92121</u> Phone: <u>(858) 875-8219</u></p>									

(On completion of above, present to the district that provides water protection to complete Section 2 below.)

SECTION 2: FACILITY AVAILABILITY	TO BE COMPLETED BY DISTRICT
<p>District Name: <u>Vallecitas Water District</u> Service area: <u>Water</u></p>	
<p>A. <input checked="" type="checkbox"/> Project is in the district. <input type="checkbox"/> Project is not in the district but is within its Sphere of Influence boundary, owner must apply for annexation. <input type="checkbox"/> Project is not in the district and is not within its Sphere of Influence boundary. <input type="checkbox"/> The project is not located entirely within the district and a potential boundary issue exists with the _____ District.</p> <p>B. <input checked="" type="checkbox"/> Facilities to serve the project <input type="checkbox"/> ARE <input checked="" type="checkbox"/> 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) _____ <input type="checkbox"/> Project will not be served for the following reason(s): _____</p> <p>C. <input type="checkbox"/> District conditions are attached. Number of sheets attached: _____ <input type="checkbox"/> District has specific water reclamation conditions which are attached. Number of sheets attached: _____ <input checked="" type="checkbox"/> District will submit conditions at a later date. <u>see attached</u></p> <p>D. <input checked="" type="checkbox"/> How far will the pipeline(s) have to be extended to serve the project? <u>to be determined</u></p>	
<p>This Project Facility Availability Form is valid until final discretionary action is taken pursuant to the application for the proposed project or until it is withdrawn, unless a shorter expiration date is otherwise noted.</p> <p>Authorized Signature: <u>[Signature]</u> Print Name: <u>Eileen Koonce</u> Print Title: <u>Engineering Tech. II</u> Phone: <u>760-744-0160</u> Date: <u>6/5/14</u></p>	
<p>NOTE: THIS DOCUMENT IS NOT A COMMITMENT OF SERVICE OR FACILITIES BY THE DISTRICT On completion of Section 2 and 3 by the District, applicant is to submit this form with application to: Planning & Development Services - Zoning Counter, 5510 Overland Ave, Suite 110, San Diego, CA 92123</p>	

Newland Sierra APNs

172-091-07
172-220-14, 16, and 18
174-190-12, 13, 20, 41, 43, and 44
174-210-01, 05, 07, 08, 11 12, 17 and 18
174-211-04, 05, 06, and 07
174-280-11 and 14
174-290-02
178-100-05 and 26
178-101-01, 16, 17, 25 through 28
178-221-09
180-020-29
182-040-36 and 69
186-250-13
186-611-01, 07 through 9, 11, 14 through 17, and 23
187-540-49 through 51

Rezone (Reclassification) from C36, C30, RR, A70, S92 and S82 to C34, RU, A70 and OP zone.



PECHANGA CULTURAL RESOURCES
Temecula Band of Luiseño Mission Indians

Post Office, Box 2183 • Temecula, CA 92593
Telephone (951) 308-9295 • Fax (951) 506-9491

Chairperson:
Mary Bear Magee

Vice Chairperson:
Darlene Miranda

Committee Members:
Evie Gerber
Bridgett Barcello Maxwell
Richard B. Searce, III
Neal Ibanez
Michael Vasquez

Director:
Gary DuBois

Coordinator:
Paul Macarro

Planning Specialist:
Tuba Ebru Ozdil

Cultural Analyst:
Anna Hoover

March 16, 2015

VIA E-MAIL and USPS

Mr. Mark Slovick
Project Planner
County of San Diego
5510 Overland Ave, Ste 310
San Diego, CA 92123

Re: Pechanga Tribe Comments on the Notice of Preparation for the Draft Environmental Impact Report and Request for Formal SB18 Consultation on the Newland Sierra, PDS2015-GPA-15-001, PDS2015-SP-15-001, PDS2015-REZ-15-001, PDS2015-TM-5597, Log #PDS2015-ER-08-001

Dear Mr. Slovick;

This comment letter is written on behalf of the Pechanga Band of Luiseño Indians (hereinafter, "the Tribe"), a federally recognized Indian tribe and sovereign government in response to the Notice of Preparation for the above named Project. The Tribe formally requests, pursuant to Public Resources Code §21092.2, to be notified and involved in the entire CEQA environmental review process for the duration of the above referenced project (the "Project") and consulted with per Senate Bill 18. If you have not done so already, please add the Tribe to your distribution list(s) for public notices and circulation of all documents, including environmental review documents, archeological reports, and all documents pertaining to this Project. The Tribe further requests to be directly notified of all public hearings and scheduled approvals concerning this Project. Please also incorporate these comments into the record of approval for this Project.

The Tribe submits these comments concerning the Project's potential impacts to cultural resources in conjunction with the environmental review of the Project and to assist the County of San Diego in developing appropriate avoidance and preservation standards for the portions of the significant Luiseño village complex and related cultural resources that the Project may impact. The Project area is located within a culturally significant area of Luiseño territory that does contain at least five Luiseño named places, including *Pavxin*, the spring located in the southern portion of the Project. This waterway, and the others on the Property, is directly associated with the previously recorded habitation areas within and adjacent to the Project boundaries.

As we are not aware of a current archaeological study, we cannot provide detailed comments on any new, non-recorded resources located within the Project boundaries other than

the known named places. Thus, we recommend that the County require an intensive archaeological survey to be completed on the Project with participation by a Luiseño tribal monitor. Further, the Tribe recommends that the final archaeological report include an adequate analysis not only of the Project but of the region as well. This area supported a dense pre-contact population and is an excellent area for a household archaeological study and regional ethnographic analysis. The Tribe also recommends that all cultural and archaeological resources be designed around for avoidance and preservation, as is supported by CEQA.

**THE COUNTY OF SAN DIEGO MUST INCLUDE INVOLVEMENT OF AND
CONSULTATION WITH THE PECHANGA TRIBE IN ITS ENVIRONMENTAL
REVIEW PROCESS**

It has been the intent of the Federal Government¹ and the State of California² that Indian tribes be consulted with regard to issues which impact cultural and spiritual resources, as well as other governmental concerns. The responsibility to consult with Indian tribes stems from the unique government-to-government relationship between the United States and Indian tribes. This arises when tribal interests are affected by the actions of governmental agencies and departments. In this case, it is undisputed that the project lies within the Pechanga Tribe's traditional territory. Therefore, in order to comply with CEQA and other applicable Federal and California law, it is imperative that the County of San Diego consult with the Tribe in order to guarantee an adequate knowledge base for an appropriate evaluation of the Project effects, as well as generating adequate mitigation measures.

**LEAD AGENCY CONSULTATION WITH THE PECHANGA TRIBE REQUIRED
PURSUANT TO CAL. GOVT. C. §§ 65351, 65352, 65352.3, AND 65352.4
(SENATE BILL 18 – TRADITIONAL TRIBAL CULTURAL PLACES LAW)**

As a General Plan Amendment and a Specific Plan will be processed on this Project, the Lead Agency is required to consult with the Pechanga Tribe pursuant to a State law entitled Traditional Tribal Cultural Places (also known as SB 18; Cal. Govt. C. § 65352.3). The purpose of consultation is to identify any Native American sacred places and any geographical areas which could potentially yield sacred places, identify proper means of treatment and management of such places, and to ensure the protection and preservation of such places through agreed upon mitigation (Cal. Govt. C. 65352.3; SB18, Chapter 905, Section 1(4)(b)(3)). Consultation must be government-to-government, meaning directly between the Tribe and the Lead Agency, seeking agreement where feasible (Cal. Govt. C. § 65352.4; SB18, Chapter 905, Section 1(4)(b)(3)). Lastly, any information conveyed to the Lead Agency concerning Native American sacred places shall be confidential in terms of the specific identity, location, character and use of those places

¹See e.g., Executive Memorandum of April 29, 1994 on Government-to-Government Relations with Native American Tribal Governments, Executive Order of November 6, 2000 on Consultation and Coordination with Indian Tribal Governments, Executive Memorandum of September 23, 2004 on Government-to-Government Relationships with Tribal Governments, and Executive Memorandum of November 5, 2009 on Tribal Consultation.

²See California Public Resource Code §5097.9 et seq.; California Government Code §§65351, 65352.3 and 65352.4

and associated features and objects. This information is not subject to public disclosure pursuant the California Public Records Act (Cal. Govt. C. 6254(r)).

The Pechanga Tribe has not received a formal SB18 request notice, to date. Please accept this letter as our request to begin formal consultation with the County as this Project contains sensitive and potentially sacred resources within its boundaries. We look forward to meeting with the County and consulting further.

PECHANGA CULTURAL AFFILIATION TO PROJECT AREA

The Pechanga Tribe asserts that the Project area is part of *Payómkawichum* (Luiseño), and therefore the Tribe's, aboriginal territory as evidenced by the existence of *Payómkawichum* place names (*Pavxin*, *Páanaqri Mašá'kwila*, '*saváava'am* and *Kóomi*), *tóota yixélval* (rock art, pictographs, petroglyphs) and an extensive Luiseño artifact record in this area.

The Pechanga Tribe's knowledge of our ancestral boundaries is based on reliable information passed down to us from our elders; published academic works in the areas of anthropology, history and ethno-history; and through recorded ethnographic and linguistic accounts. Of the many anthropologists and historians who have presented boundaries of the *Payómkawichum* (Luiseño) traditional territory, few have excluded the Project area in their descriptions (Sparkman 1908; Kroeber 1925; White 1963; Harvey 1974; Oxendine 1983; Smith and Freers 1994), and such territory descriptions correspond with what was communicated to the Pechanga people by our elders. While we agree that anthropological and linguistic theories as well as historic accounts are important in determining traditional Luiseño territory, the most critical sources of information used to define our traditional territories are our songs, creation accounts and oral traditions.

Payómkawichum history originates with the creation of all things at '*éxva Teméeku*, in the present day City of Temecula, and dispersing out to all corners of creation (what is today known as Luiseño territory). It was at Temecula that the Luiseño deity *Wuyóot* lived and taught the people, and here that he became sick, finally expiring at Lake Elsinore. Many of our songs relate the tale of the people taking the dying *Wuyóot* to the many hot springs in contemporary Riverside and San Diego Counties and finally to the hot springs at Elsinore, where he died (DuBois 1908). He was cremated at '*éxva Teméeku*. From Elsinore, the people spread out, establishing villages and marking their territories in the surrounding areas such as Fallbrook, San Marcos, Oceanside, etc. The first people also became the mountains, plants, animals and heavenly bodies.

Many traditions and stories are passed from generation to generation by songs. One of the Luiseño songs recounts the travels of the people to Elsinore after a great flood (DuBois 1908). From here, they again spread out to the north, south, east and west. Three songs, called *Moníivol*, are songs of the places and landmarks that were destinations of the Luiseño ancestors, several of which are located near the Project area. They describe the exact route of the *Payómkawichum* and the landmarks made by each to claim title to places in their migrations

(DuBois 1908:110). The Native American Heritage Commission (NAHC) Most Likely Descendent (MLD) files substantiate this habitation and migration record from oral tradition. These examples illustrate a direct correlation between the oral tradition and the physical place; proving the importance of songs and stories as a valid source of information outside of the published anthropological data.

Tóota yixélval (rock art) is also an important element in the determination of Luiseño territorial boundaries. *Tóota yixélval* can consist of petroglyphs (incised) elements, or pictographs (painted) elements. The science of archaeology tells us that places can be described through these elements. Riverside and Northern San Diego Counties are home to red-pigmented pictograph panels. Archaeologists have adopted the name for these pictograph-versions, as defined by Ken Hedges of the Museum of Man, as the San Luis Rey style. The San Luis Rey style incorporates elements which include chevrons, zig-zags, dot patterns, sunbursts, handprints, net/chain, anthropomorphic (human-like) and zoomorphic (animal-like) designs. Tribal historians and photographs inform us that some design elements are reminiscent of Luiseño ground paintings. A few of these design elements, particularly the flower motifs, the net/chain and zig-zags, were sometimes depicted in Luiseño basket designs and can be observed in remaining baskets and textiles today.

An additional type of *tóota yixélval*, identified by archaeologists also as rock art or petroglyphs, are cupules. Throughout Luiseño territory, there are certain types of large boulders, taking the shape of mushrooms or waves, which contain numerous small pecked and ground indentations, or cupules. Many of these cupule boulders have been identified within a few miles of the Project. Additionally, according to historian Constance DuBois:

When the people scattered from Ekvo Temeko, Temecula, they were very powerful. When they got to a place, they would sing a song to make water come there, and would call that place theirs; or they would scoop out a hollow in a rock with their hands to have that for their mark as a claim upon the land. The different parties of people had their own marks. For instance, Albañas's ancestors had theirs, and Lucario's people had theirs, and their own songs of Munival to tell how they traveled from Temecula, of the spots where they stopped and about the different places they claimed (1908:158).

Thus, our songs and stories, our indigenous place names, as well as academic works, demonstrate that the Luiseño people who occupied what we know today as the County of San Diego including unincorporated areas, San Marcos and other nearby communities, are ancestors of the present-day *Payómkawichum* people, and as such, Pechanga is culturally affiliated to this geographic area.

The Tribe welcomes the opportunity to meet with the County to further explain and provide documentation concerning our specific cultural affiliation to lands associated with this Project.

PROJECT IMPACTS TO CULTURAL RESOURCES AND TRIBAL INVOLVEMENT

The proposed Project is located in a sensitive region of *Payómkawichum* territory and the Tribe knows that the current development will destroy sensitive and important cultural resources. The Tribe has over thirty-five (35) years of experience in working with various types of construction projects throughout its territory. The combination of this knowledge and experience, along with the knowledge of the culturally-sensitive areas and oral tradition, is what the Tribe relies on to make fairly accurate predictions regarding the likelihood of subsurface resources in a particular location.

The Pechanga Tribe is not opposed to this Project; however, we are opposed to any impacts this Project may have to tribal cultural resources. The Tribe's primary concerns stem from the Project's proposed impacts on Native American cultural resources. The Tribe is concerned about both the protection of unique and irreplaceable cultural resources, such as *Payómkawichum* village sites, sacred sites and archaeological items which would be displaced by ground disturbing work on the Project, and on the proper and lawful treatment of cultural items, Native American human remains and sacred items likely to be discovered in the course of the work. The Tribe requests to participate and partner with the County of San Diego in assuring that an adequate environmental assessment is completed, including all archaeological studies and analysis, and in developing all preservation, avoidance, monitoring and mitigation plans and measures for the duration of the Project. A Project-specific archaeological study should be also completed for this Project with direct participation by a Luiseño Tribe monitor if it has not been done so already.

The CEQA Guidelines state that lead agencies should make provisions for inadvertent discoveries of cultural resources (CEQA Guidelines §15064.5). The Tribe believes that adequate cultural resources assessments and management must always include a component which addresses inadvertent discoveries. Every major State and Federal law dealing with cultural resources includes provisions addressing inadvertent discoveries (See e.g.: CEQA (Cal. Pub. Resources Code §21083.2(i); 14 CCR §15065.5(f)); Section 106 (36 CFR §800.13); NAGPRA (43 CFR §10.4). Moreover, most state and federal agencies have guidelines or provisions for addressing inadvertent discoveries (See e.g.: FHWA, Section 4(f) Regulations - 771.135(g); CALTRANS, Standard Environmental Reference - 5- 10.2 and 5-10.3). Because of the extensive presence of the *Payómkawichum* ancestors within the Project area, it is not unreasonable to expect to find vestiges of that presence. Such cultural resources and artifacts are significant to the Tribe as they are reminders of their ancestors. Moreover, the Tribe is expected to protect and assure that all cultural sites of its ancestors are appropriately treated in a respectful manner. Therefore, as noted previously, it is crucial to adequately address the potential for inadvertent discoveries.

Further, the Pechanga Tribe believes that if human remains are discovered, State law would apply and the mitigation measures for the permit must account for this. According to the California Public Resources Code, § 5097.98, if Native American human remains are discovered,

the Native American Heritage Commission must name a “most likely descendant,” who shall be consulted as to the appropriate disposition of the remains.

RECOMMENDATIONS FOR DEIR ANALYSIS

The Tribe further believes that a DEIR is not complete unless all impacts to cultural resources has been thoroughly vetted and analyzed, especially concerning the auditory and visual impacts, cumulative impacts and the growth-related or long-term impacts that a Project will have to cultural resources. As discussed above, the Project area is likely located within a *Payómkawichum* village complex. The development of the proposed master planned community will directly impact not only the physical resources but the sightlines of these habitations as well, and could potentially obscure the viewsheds of sacred/ceremonial sites. The influx of thousands of people, vehicles, pets, commercial activities and other sources of noise will further affect the natural quietness of the area. Because of the size, complexity and impact the Project will have on the surrounding landscape, visual and auditory impacts to cultural resources should be thoroughly evaluated within the final document, including conducting a viewshed analysis, to determine whether line-of-sight obstructions will impact the sensitive resources in the area. The DEIR should take into account not only any cultural resources that are located within the Project boundaries (including any off-site improvements), but also the village surrounding the Project, regardless whether it exists within an arbitrary one-mile radius, that might be impacted as well.

Cumulative impacts are also a major concern for the Tribe. The destruction of any “individual” cultural resource is detrimental to the whole cultural landscape and serves to further destroy the Tribe’s traditional ancestral places. Unfortunately, most of the traditional ancestral places of the Tribe are on private and public lands which are constantly threatened by development. The Tribe is not anti-development; however, we increasingly struggle with lead agencies to protect and preserve our invaluable resources which continue to be destroyed and impacted on nearly a daily basis. Improper recordation and analysis of features within a larger community or habitation context allows for the piecemealing of sites and which can result in improper eligibility determinations which leads ultimately to damage or destruction. It is important to acknowledge in the Project documentation that these are not renewable resources and thus the impairment or destruction of any site or resource IS a cumulative impact.

Additionally, with the proposed Project, the huge influx of vehicles and will increase air pollution. The smog and other pollutants build up on adjacent boulder outcrops. Very little research has been conducted to determine the effects of air pollutants on boulder outcrops and rock art; however, the Tribe knows that the constant exposure of acidic elements in the air will erode the delicate pigments left on the rocks. This kind of indirect and cumulative impact needs to be addressed in more detail in the final document as there may be significant *tóota yixélval* within or close to the Project. As such, per CEQA the document must address these kinds of impacts to cultural resources.

Finally, the Tribe is concerned about growth-related impacts to this area and their effects on cultural resources. We know that development brings people, and if people are not educated or aware of the importance of cultural resources, the resources will suffer through vandalism, looting, graffiti or destruction. As stated above, there are numerous cultural resources that would be impacted by the proposed master planned community. Based upon the current archaeological methodology, there is a high probability that these sites will to be subjected to site-by-site analysis and not viewed in their proper context. Because the Project's archaeological reports, including all archaeological studies, will be submitted to the South Central Coastal Information Center (SCCIC) – the clearinghouse for such documents and the location archaeologists first go to for information, the Tribe requests that the County of San Diego set a precedent and require that the Project archaeologist address both the sites that will be directly impacted by the development and the regional context in the study in order to assist future archaeologists and developers with awareness, preservation and avoidance.

In addition to those rights granted to the Tribe under SB 18 including participation throughout the entire Project, the Tribe reserves the right to fully participate in the environmental review process, as well as to provide further comment on the Project's impacts to cultural resources and potential mitigation for such impacts.

The Pechanga Tribe looks forward to working together with the County of San Diego in protecting the invaluable Pechanga cultural resources found in the Project area. Please contact me at 951-770-8104 or at ahover@pechanga-nsn.gov so we can schedule a meeting and begin consultation. Thank you.

Sincerely,



Anna Hoover
Cultural Analyst

Cc Pechanga Office of the General Counsel

Robbins Ridge Ranch

2480 Tamara Lane San Marcos, California 92069760 760-214-7990 katherobbins@gmail.com

Mark Slovick, Project Planner

County of San Diego

Re: Newland Sierra EIR

I am requesting the following be considered in the EIR report on the proposed Newland Sierra project.

1. Hazards and Public Services

- a. Review of the Fire Department and other agency reports on the evacuation issues experienced in the San Elijo area during the May, 2014 Coco fire. Address the issues of the impact of smoke on the evacuees.
- b. Address the issue of evacuation of both Hidden Meadows to the east, San Diego residents to the south and Twin Oaks residents to the west of the project.

2. Aesthetics

- a. Hilltop housing. The City of San Marcos has banned any more hillside homes and agriculture. Although this project lies in the county, the possibility exists that it may be annexed into the city. Will the project align with the city ordinance??? If not, why not?

3. Geology and soils

- a. Local residents and homebuilders are familiar with the Granite that lies beneath the ground. Since this project is located at the approximate elevation and within several miles of the elementary school now under construction at the top of San Elijo/South Twin Oaks Valley Road..... it should be noted how much cost overrun the SMUSD has experienced due to rock. The school is a small imprint compared to the Newland Project. There should be an extensive report that includes comparative history in the area in regards to needs for blasting, rock crushing and dust.
- b. We would also like attention paid to the soil and runoff. Over the years we have experienced a kill off of the larger mammals such as Deer, Cougars, Bobcats, Opossum and Skunks. As a result, we are overrun with squirrels and gophers. What plan will be in place to assure no hillsides collapse during heavy rainstorms? What

kind of holding areas will be created to hold back and slow down water runoff? How will this impact the creek running in the 100 year plain in Twin Oaks Valley? If there is a holding area for water, how will it be maintained and how will it be used during dry periods?

4. Public Services.

- a. Charter School Explain why a regular public school is NOT an Option. Explain the difference in requirements between a public school and a charter school. What will be the impact on the San Marcos, and Escondido School Districts who will receive students from the project. Compute the fossil fuel and other costs of transporting students to the local public schools.
- b. Water..... Can a provision be made that NO Water Wells will be drilled to serve the property? Water shortage is already affecting farmers in the Valley.
- c. Night lighting. Palomar Observatory needs to be contacted for comments on any affect the project will have. They should be asked to attach a letter with comments.
- d. Night lighting throughout the project. How will the community be affected by hundreds of night lights for roads in the development? I would request a digital picture be created of the potential night view of the project from at least 10 locations including the Golden Door, Tamara Lane, Sunshine Mountain, Elevado Road, Hardel Lane, and the San Diego County Water District facility.
- e. SDGE Underground the electrical and other wires will require extensive grinding of the earth. How does SDGE fit into the financing of this project?
- f. Cable services. Will there be a monopoly on cable services into the project or will multiple servers be included? What about broadband service?
- g. Water. Toilet to Tap should be considered and an explanation offered if rejected. How much water will it take to include a grape vineyard throughout the development?

5. Noise

- a. Residents can tell you how much fun it is to be awakened at 7 a.m. on weekend mornings when the practice shellfire from Camp Pendelton begins. That noise bombards us from miles away. What will the sound level be for us during the many months of blasting and grinding necessary to prepare the foundations?
- b. Currently trucks are permitted on Tuesday mornings to remove granite from N. Twin Oaks Valley. They create quite a bit of noise and pollution. How many truck loads will be using the area's roads during the construction? How can the extra pollution from the trucks be addressed?

6. Transportation and Traffic

- a. I believe this is a mammoth issue. The study must include a rework of the 15 Freeway interchange. It should address the idea of creating a new interchange north of the Deer Springs/Mountain Meadow on/offramps. It should address the proposed trash disposal site on Mesa Rock Road, as well as the need for traffic signals on Buena Creek Road, North Twin Oaks at Sycamore and at the Golden Door entrance.
- b. This area is currently NOT served by North County Transit. The EIR should examine the possibility of providing some kind of public transport, both within the

development and outside that would connect with the Sprinter at the Civic Center in San Marcos. This should be addressed along with the proposal for a “Senior” community.

- c. High Speed Rail. The report should consider the planned route and issues that might arise with the construction of the California High Speed Rail approved by the voters.

The current route is proposed to follow the 15 Freeway corridor into Escondido. What impact might this have on the residents of the housing units in the “Senior” and “Townhome” communities on the east side of the project?

- d. Plans call for a horse/bike path along the side of Deer Springs Road. The report should address safety issues of horses and bikeriders sharing the same path.

- 7. Agriculture Resources. Although the Water District says they have enough water to go around, they have raised agriculture water rates so high that many North Twin Oaks farmers have cut down their trees. The report should indicate how many acres have been taken out the last 5 years, and include interviews with local growers about their planned production estimates and water issues.

- a. Several community growing gardens should be considered in the report so that residents can grow some of their own food. Consideration should be made to a water wise garden.
- b. The study should indicate that the issue of landscaping throughout the development has been considered. Water wise landscaping should be mandated.

Neufeld, Darin

From: Slovic, Mark
Sent: Monday, March 09, 2015 1:15 PM
To: Neufeld, Darin
Subject: FW: Proposed Newland Sierra project

Mark Slovic, Planning Manager
County of San Diego | Planning & Development Services
T. 858.495.5172

From: rw-peterson@cox.net [<mailto:rw-peterson@cox.net>]
Sent: Monday, March 09, 2015 10:42 AM
To: Slovic, Mark
Subject: Proposed Newland Sierra project

Mr. Mark Slovic,
Project Manager

Public Scoping Meeting Comments; *Newland Sierra*

Dear Mr. Slovic,

I am commenting as the President of *Twin Oaks Valley Property Owner's Association*.

This proposed project would require a County General Plan amendment and rezoning. The issues with fire safety and evacuation are extremely problematic. Water resources are already stretched thin in the region and this project would severely impact water availability. Our agriculture in the area would be further jeopardized.

Traffic can not be mitigated in the area when considering the cumulative effects of a project of this size and scope. With the increased number of daily vehicle trips, proposed infrastructure changes can not suffice to ameliorate the issues with traffic in the area and it would severely impact the entire region.

Ten million cubic yards of blasting over a period of many years would devastate the environment and quality of life in the area. Silica dust would be a serious health problem for our senior citizens and others.

This proposed project does not conform to the County General Plan and would destroy the rural agricultural character of Twin Oaks Valley and the area.

Our members do not believe that the many issues with this project can be mitigated.

We believe that changes must be made to the way the county processes these projects. This project is essentially the same as the previous iterations put forward by 'Stonegate' and 'Merriam Mountains'. There needs to be a formula that precludes projects at the outset, that are so far out of the scope of what the County General Plan provides for.

This process only serves to waste many years of the residents time and effort and wastes County Staff's time and considerable amounts of taxpayer's money.

Thank you,

Robert Peterson
President TOVPOA
760-443-0575

Neufeld, Darin

From: Slovic, Mark
Sent: Monday, March 16, 2015 7:48 AM
To: Neufeld, Darin
Subject: FW: Newland Sierra Comments on NOP

Mark Slovic, Planning Manager
County of San Diego | Planning & Development Services
T. 858.495.5172

From: Royalviewranch@aol.com [<mailto:Royalviewranch@aol.com>]
Sent: Sunday, March 15, 2015 6:19 PM
To: Slovic, Mark
Subject: Newland Sierra Comments on NOP

March 14, 2015

Allen F. Binns
2637 Deer Springs Place
San Marcos, CA 92069-9761
royalviewranch@aol.com

RE: NEWLAND SIERRA, PDS2015-GPA-15-001, PDS2015-SP-15-001, PDS2015-REZ-15-001, PDS2015-TM-5597, LOG NO. PDS2015-ER-08-001 NOP Comments

Dear Mr. Slovic,

If the developers built to the General Plan they would not have these issues to consider. There should be no more than a 10% increase in density from what the General Plan allows. It is all about the money. The Developers want to make a killing, the County wants the taxes and they want the Developer application fees and building fees. That is why the County even entertains these large proposals.

Fire:

If the County is considering an increase of 4,000% in density in what is called a **“very severe wildfire area”**. I don't think it is too much to ask that the developer “red curbs” every street in the entire development. **There should be no street parking.** The developer should provide enough parking for each home as well as visitor parking. All parking should be either in their garages or in their driveway, so that when there is a fire we won't be hearing that the firemen were unable to fight the fire because they could not get access through the congested streets and that several people died.

All roads should be wider than the “minimum standard” throughout the entire development.

We are talking about adding about 8,000 – 10,000 more people in a **“very severe wildfire area”**.

There is also going to be people fleeing their homes during an evacuation, so we don't need more congestion on the streets by allowing street parking.

Water:

Once again, If the County is going to allow a 4,000% increase in density over the General Plan then since we are in a severe drought and have been in a severe drought for several years now with no end in sight, each home should be equipped with a hot water recycling pump, so that people do not turn on the shower or faucet and wait several minutes for the water to get hot.

Recycled Water:

Since we are in a severe drought with no end in sight, the developer should be required to have recycled water to be used during the grading, blasting, crushing and hauling periods. Also, there should be recycled water used for planting of vegetation as well as the watering upkeep of the green areas.

In the last iteration of the Merriam Mountains project there was no purple pipe availability. That is a prime example of why these large developments should not be urbanizing the back country where there is no purple pipe infrastructure.

When you allow development on the sides of mountains you need to increase the amount of water used due to the erosion factor on these sites. They should not be using our drinking water.

When a developer buys a piece of property they know what the zoning is. They know how many homes there are allowed to build on the land. How does the County even consider a 4,000% increase in zoning?? I know it is all about the tax money, but there are many consequences from these massive developments.

How is it fair for people like myself who purchased a large parcel at a premium price, intending to have animals on their property and have a rural lifestyle? We knew what our zoning was, we knew what activities we wanted to pursue, and that is why we chose this home in this location. We didn't move to an area that was not zoned for horses and expect the neighbors to just put up with us!

What does this do to the Community Character of an area, just so a developer can make money?

Parks:

One more thing. How do you differentiate between a Public Park and a Private Park? Aren't all parks public?

Parks should be centralized in the neighborhoods they serve in this development so that people do not have to get in to their cars and drive to the park.

Sincerely,

Allen F. Binns

Neufeld, Darin

From: Slovic, Mark
Sent: Monday, March 16, 2015 7:47 AM
To: Neufeld, Darin
Subject: FW: Newland Sierra NOP Comments

Mark Slovic, Planning Manager
County of San Diego | Planning & Development Services
T. 858.495.5172

From: Royalviewranch@aol.com [mailto:Royalviewranch@aol.com]
Sent: Saturday, March 14, 2015 6:36 PM
To: Slovic, Mark
Subject: Newland Sierra NOP Comments

March 14, 2015

Karen & Allen F. Binns
2637 Deer Springs Place
San Marcos, CA 92069-9761
royalviewranch@aol.com

RE: NEWLAND SIERRA, PDS2015-GPA-15-001, PDS2015-SP-15-001, PDS2015-REZ-15-001, PDS2015-TM-5597, LOG NO. PDS2015-ER-08-001 NOP Comments

Dear Mr. Slovic,

Thank you for giving us the opportunity to comment on the NOP for Newland Sierra.

At the Scoping Meeting I brought to your attention the fact that there is a 5.40 Public Park (Park 14b) abutting our property. We have Ag property A-70 and have had horses on our property since we moved here 28 years ago. We also have chickens as well as a rooster.

We do not feel that this Public Park should abut our property. It is the largest of the parks and it is the only one of its size. I would say that 95% of the 28 parks are under 1 acre and about 5% are over 1 acre. This park is well over 2 acres larger than all other parks in the development.

Their entire school site is only 6 acres!

Parks should be in the neighborhood it serves so as to eliminate driving as the Applicant has stated that this is a walkable development. We strongly disagree.

In briefly looking over the Tentative Maps the sizes of the parks are 2.00, .54, .08, .20, 1.81, .37, .12, .12, 3.23, .52, .11, 2.01, .87, 2.84, .55, .98, .12, .30, 2.18, .69, .61. Park 14a is .55 acres, Park 14c is .98 acres, and Park 14d is .12 acres.

With the size of the park abutting our property we can only assume that seeing that it is a Public Park it could have softball fields or some other games and could have the potential for bright lighting until 10:30 pm or longer so as to accommodate the games as well as concession stands and loud speakers, etc.

If you watch the news you will see that parks can be a haven for drug deals as well as gang violence. We do not want this by our rural, agricultural property. We are not fenced and having a Public Park or any park for that matter abutting our property could very well open us up to litigation as our horse would become an “attractive nuisance”.

This Public Park is also going to have a large dog park, a Community Building, and 65 parking spaces. Why so massive? There has to be a reason for all of the parking etc.

Also what differentiates a Public vs a Private Park? Once you invite the Public into your development, how are you going to prevent them from entering, either by car or on foot, a Private Park especially when it abuts a Public Park?

Another reason why this Park needs to be inside the development and not on the outskirts is because there are numerous avocado groves in the area that require aerial spraying as well as topical spraying (my neighbor has a 40 acre avocado grove) and how can they do the aerial spraying when people are in the park?

Thank you for your time in consideration of these matters.

Sincerely,

Allen F. Binns
Karen Binns

I also want to include a letter I sent to Kevin Johnson regarding the NC 42 Study Area in this Newland Sierra NOP comment letter.

March 12, 2015

Allen F. & Karen Binns
2637 Deer Springs Place
San Marcos, CA 92069-9761
royalviewranch@aol.com

RE: NC 42 Study Area Proposed Property Changes

Hello Kevin,

I am writing in regards to our phone conversation on Friday March 6, 2015 regarding the NC 42 Study Area (formerly Merriam Mountains, now called Newland Sierra). Our property abuts NC 42.

We are opposed to having our property rezoned in order to make a project that is 4,000% over the General Plan allowed density, and does not conform to the General Plan, and needs a rezone, and a General Plan

Amendment, as well as a Specific Plan, more palatable by changing our zoning so as to not cause "spot zoning" for the Newland Sierra project.

Our property was rezoned when the new General Plan was approved in August 2011. It was all rezoned for a reason. The reason is that it is all "steep slope". Now the County wishes to change it back to its original zoning to help the Newland Sierra project.

We are actually opposed to the possible reclassification back to our previous designation of 1 home per 4 acres. This really is not going to benefit us in any way as we only have 5.20 acres, and we feel it may cause more "*unintended consequences*" to our zoning and Land Use designation.

We are zoned A 70 and we have had this zoning since before we moved here more than 28 years ago in March of 1987.

We have had horses on our property since 1987 and have one horse here now. We also have chickens and even a rooster on our property.

What if they try to change our Land Use Designation and then we cannot have livestock. Don't say it cannot happen. There are always "*unintended consequences*" to an action. I recall how we were going to be able to keep our health plan and keep our doctors. Let me tell you that did not work out for us. We lost our plan and lost 99% of our doctors. I only had 1 doctor left. "*Unintended consequences*" of an action. So no, we do not trust the system to protect our interests!

We are opposed to the NC 42 Study Area.

Sincerely,

Allen F. Binns
Karen Binns

Neufeld, Darin

From: Slovic, Mark
Sent: Monday, March 16, 2015 3:35 PM
To: Neufeld, Darin
Subject: FW: Merriam Mountain project

Mark Slovic, Planning Manager
County of San Diego | Planning & Development Services T. 858.495.5172

-----Original Message-----

From: Karen Birch [<mailto:karenbirchis@sbcglobal.net>]
Sent: Monday, March 16, 2015 3:21 PM
To: Slovic, Mark
Subject: Merriam Mountain project

Mr. Slovic,

I just want to go on record as being against the change in zoning for the Merriam Mountain project.

First, we don't have the water, sewer capacity, or power to support over 2,000 homes. To say nothing about fire and traffic concerns which the developer does not seem capable of resolving.

I bought my home in the country for a reason. I have goats. We enjoy the sights and sounds of wildlife like owls, hawks, coyotes, etc. My neighbors have horses and chickens. The last thing any of us want are city folk moving in and changing it so that we can't enjoy our version of country living!

The rules allow a specific number of homes, so let them build that number.

Karen Birch
KarensCorner.Scentsy.us
(760) 807-3801 (cell)
Sent from my iPhone

Neufeld, Darin

From: Slovic, Mark
Sent: Tuesday, March 17, 2015 2:36 PM
To: Neufeld, Darin
Subject: FW: Newland Sierra Project NOP

Mark Slovic, Planning Manager
County of San Diego | Planning & Development Services
T. 858.495.5172

From: Stefanie Schubert [<mailto:sozui3@gmail.com>]
Sent: Tuesday, March 17, 2015 1:30 PM
To: Slovic, Mark
Subject: Fwd: Newland Sierra Project NOP

----- Forwarded message -----

From: Dennis Cavallari <dennis@cavallarigroup.com>
Date: 2015-03-16 21:17 GMT-07:00
Subject: Newland Sierra Project NOP
To: rw-peterson@cox.net

Dear Mr. Slovic,

I am writing regarding the NOP for the Newland Sierra Project.

I am the President of the Board of Directors of the Hidden Valley Zen Center located on the western edge of Sarver Lane. Hidden Valley Zen Center owns and maintains approximately 24 acres along the western edge of Sarver Lane.

As you may be aware Newland Sierra has proposed the use of Sarver Lane as their western entryway providing ingress and egress into the proposed project.

The Board of Directors of Hidden Valley Zen Center would like to request the EIR focus study on the unmitigatable impacts associated with the proposed Sarver Lane entryway which will cause irreparable harm to our organization and utilization of our property.

In layman's terms Hidden Valley Zen Center has operated for over twenty years as a meditation center and has relied upon the semi-rural environment and the associated lack of noise, light and air pollution to foster our objectives.

Personally I have over thirty-five years of experience as a real estate developer, twenty of which have been in the State of California. I have vast experience with the CEQA process and have personally been responsible for numerous zoning and land use applications which have required full EIRs.

It is my opinion and that of the Hidden Valley Zen Center Board of Directors the proposed Newland Sierra development will cause irreparable damage to our organization and our immediate environment upon which we have relied upon for years.

Specifically, we believe the use of Sarver Lane as one of two main entryways will create noise, air, and light pollution from upon which we will be harmed without just compensation and thus forcing Inverse Condemnation upon us. Obviously we find this an untenable situation and will reserve all rights bestowed upon us to bring this matter through proper legal action to protect our rights now and in the future.

Our requests pertaining to the EIR and the NOP process is to request the EIR consider and study the immediate impacts of noise, air and light pollution the proposed project will cause to the Hidden Valley Zen Center Organization and impacts these various pollutions will cause to the use of our property located along the length of Sarver Lane.

We appreciate your assistance with this matter and look forward to continued dialog over this matter with the Hidden Valley Zen Center and the immediate community at large.

Sincerely,

Dennis Cavallari

President Board of Directors

Hidden Valley Zen Center

P.O. Box 1355

San Marcos, CA 92079-1355

Neufeld, Darin

From: Slovic, Mark
Sent: Tuesday, March 10, 2015 7:42 AM
To: Neufeld, Darin
Subject: FW: Newland Sierra Project

Mark Slovic, Planning Manager
County of San Diego | Planning & Development Services
T. 858.495.5172

From: fteason@gmail.com [<mailto:fteason@gmail.com>] **On Behalf Of** Tony Eason
Sent: Monday, March 09, 2015 7:14 PM
To: Slovic, Mark
Subject: Newland Sierra Project

Mr. Slovic,

After attending your scoping meeting last week, my take home thought was: What is different about the current Newland Sierra project and the previous Merriam Mountain proposal that was rejected by the community and the Board of Supervisors five years ago?

The total size, 19,000 acres, is the same

The number of dwellings is insignificantly decreased from 2700 to 2100 homes.

The amount of blasting and earth moving (10,000 cubic yards) over a 10 year period, with all its environmental pollution, is the same.

The failure of Deer Springs and all roads in the area continues to fail whether widened to four or six lanes.

The failure to provide a viable fire evacuation plan persists.

There was inadequate water resources five years ago and there is even less now in our drought status.

The destruction of the pastoral character of the surrounding communities would be disastrous. Two of the most egregious examples of such damage would be to the Golden Door Spa and the Deer Springs Oaks Mobile home Park, both located just across Deer Springs Road from the project. The spa, which has provided a unique service to clients from all over the world for decades, relies on the serenity of this rural environment. The mobile home park is a cooperatively owned senior community that has been there for half a century.

I realise that you are obligated to consider each project on its own merits, or lack thereof, but there must be some benefit of learning from recent history. Merriam Mountain was rejected for several significant unmitigable deficiencies which are not only still present but worse in this one. These facts should, at least, make your job easier this time around. The only acceptable alternative is one that complies with the General Plan and zoning.

Thanks for your consideration of these thoughts.

Tony Eason
San Marcos

Neufeld, Darin

From: Slovic, Mark
Sent: Monday, March 16, 2015 7:51 AM
To: Neufeld, Darin
Subject: FW: Newland Sierra NOP comments

Mark Slovic, Planning Manager
County of San Diego | Planning & Development Services
T. 858.495.5172

From: Sandra Farrell [mailto:slfarrell@cox.net]
Sent: Sunday, March 15, 2015 9:28 PM
To: Slovic, Mark
Cc: ClarkeMH@aol.com
Subject: Newland Sierra NOP comments

Mr. Mark Slovic
San Diego County Development Services

RE: Comments to Newland Sierra NOP

Dear Mr. Slovic,

I haven't had time to go through the documents but I do have a couple of comments based on what was presented at the workshop earlier this month in San Marcos.

Because the proposed project stands to greatly increase the population within the Twin Oaks Planning Area I would like to see the EIR provide a detailed analysis using the current population within the Twin Oaks Planning Area, the population if built out under the current General Plan and look at how the proposed project would add to these two population numbers. How will this increase in suburban population would impact the existing rural population and rural land uses?. The EIR should analyze the impact of such a large increase of more urban uses on rural uses. Will the Newland project eventually lead to the conversion of the whole Twin Oaks area into more suburban uses and eliminate agriculture from the area?

The proposed project will be fairly isolated topographically from the rest of Twin Oaks and it is important to understand how this isolation will impact the area as a whole. For instance, when they built San Elijo Hills in San Marcos, the developer created a town center so that the community would have access to services without driving long distances. San Elijo Hills was planned to be a smart growth village but it doesn't function that way. For one, the residents of San Elijo Hills don't see themselves as part of San Marcos. They tend to see themselves as part of Carlsbad instead. Would the people of the Newland Sierra project, because they do not have the same appreciation for rural land uses, not see themselves as part of the Twin Oaks community?

I was told a couple years ago by San Marcos Councilman Chris Orlando that San Elijo's Hills town center has trouble keeping commercial tenants because so much of the San Elijo Hills community doesn't shop in the town center but drives to Carlsbad or Encinitas to shop. This was confirmed by former San Marcos City Manager Rick Gittings. My concern is San Elijo Hills a planned community similar to Newland Sierra is not a green, smart growth community but a leap frog development community because it placed development in an isolated pocket, far from shopping and employment. San Elijo Hills is not a walkable community since most residents have to drive to the town center and

generates greenhouse gasses and pollution through the amount of traffic it generates each day as residents leave the community to get to work or to shop. The EIR should compare and contrast the proposed Newland Sierra project to San Elijo Hills. It should analyze how the proposed development will meet LEED-ND and how the project will impact greenhouse gas.

It is very likely the residents of Newland Sierra will use shopping off of Nordahl or El Norte Parkway. These shopping areas are already heavily congested. The EIR needs to identify how Newland Sierra residents will impact these shopping areas and roads used to access them. In addition the EIR should identify what incentives will be used to entice residents of the project to purchase goods and services from the commercial area that is part of the project to reduce congestion on Nordahl and El Norte Parkway. All mitigation measures to help alleviate traffic impacts need to be measureable and there needs to be a reporting mechanism to make sure they are working. The typical response seen in so many environmental documents, "encourage ridesharing", lacks teeth and has no result that proves it works as mitigation.

One last point I would like to make. After the meeting I spoke with one of the representatives from Dudeck about the status of the Biological Studies. He said they were complete and there were a few other studies in process that need to be completed. This seems odd since you were asking the public to identify areas of study and yet the studies appeared to have either been completed or underway. Please describe how the NOP process is handled and why the County waited until this time to seek public input? If a member of the public identifies something that needs to be studied under biological how will the County respond? Will it make the consultant go back and redo the surveys? What if it is an animal and there is no way to take an accurate survey until early next year during breeding season? Maybe you can address this from the County's perspective since it would apply to all projects if this is the standard procedure.

Thank you very much for taking time to review my comments. Please contact me if you have any questions. I would like to receive a printed copy of the DEIR once it is completed. It is too hard for me to access some forms of digital files.

Sandra Farrell
1900 Esplendido Ave
Vista, CA 92084

PH 760-415-3349

Neufeld, Darin

From: Slovic, Mark
Sent: Monday, March 16, 2015 3:22 PM
To: Neufeld, Darin
Subject: FW: Newland Sierra project

Mark Slovic, Planning Manager
County of San Diego | Planning & Development Services
T. 858.495.5172

From: Valerie Flannery [mailto:valflan46@gmail.com]
Sent: Monday, March 16, 2015 1:41 PM
To: Slovic, Mark
Subject: Fwd: Newland Sierra project

Valerie Flannery
valflan46@gmail.com

----- Forwarded message -----

From: **Valerie Flannery** <valflan46@gmail.com>
Date: Mon, Mar 16, 2015 at 12:17 PM
Subject: Newland Sierra project
To: MarkSlovick@sdcounty.ca.gov

Valerie Flannery

1299 Deer Springs Rd.

Space 13

San Marcos, CA 92069

March 16, 2015

Mark Slovic
County PDS
5510 Overland Ave.
Suite 310
San Diego, CA 92123

Hello Mark,

First I would like to say thank you to you and Darin for coming to San Marcos to give us the opportunity to share our concerns over the Newland Sierra planned community. Second, I want to apologize for the

individuals who got overly aggressive in voicing their concerns. Most of us realize that you were there to hear us and were just doing your job. We understand that you are information gathering and have no final say in whether the project moves forward or not.

That being said, I do have a number of concerns that I am sure will not be new to you. I live in Deer Springs Oaks which is a senior community of thirty two homes. I am the primary caregiver for my husband who has had Parkinson's Disease for sixteen years and worsening Dementia the past five years. We are not the only residents in our Park in this type of situation. We chose this rural area because it was peaceful, beautiful and enjoying nature is a relaxing pastime. As I'm sure you are aware we, along with a multitude of other neighborhoods in this area, are fighting to prevent the NCER recycling plant from being built on the south side of our community.

The health risks from the blasting, hauling and construction alone are numerous and very real. The fact that it could be going on for up to ten years is unconscionable. Surely San Diego county does not condone putting the health of it's citizens at such a risk?

The widening of Deer Springs road presents additional issues with infringing on the physical landscape of our Park, as well as complicating our ability to go to and from our homes. The mere idea that we could be assessed to provide financial assistance so Newland can built their homes is not only grossly unfair to the local citizenry but unreasonable. Why should we be penalized for a project we don't want and something that is the county's responsibility? There is also the issue of having to drive several miles out of our way to get to the 15 should they redo the interchange costing us more money in gas and wear and tear on our automobiles. I would also like to add my support to the idea of observing traffic on Deer Springs at various times of the day and year. While driving to the NOP meeting I passed a solid line of traffic heading toward 15 for over two miles and this was at 5:30 in the evening.

Then there are the fire and water issues. Cal-fire already serves a large area and having to increase their service area with an additional two thousand plus homes (not to mention the potential fire risk during construction as in the fire near Del Norte High School last May) will put all of us and our property at greater risk.

As you well know California is suffering a severe drought. While we all conserve water as much as possible, adding to the burden especially at this time would be foolhardy.

I respectfully request that you view these issues along with the unavoidable occurrence of noise, inconveniences and risks to all area residents and the issues previously enumerated while conducting the EIR.

Thank you for your time and consideration.

Sincerely,
Valerie Flannery

Valerie Flannery
valflan46@gmail.com

Patsy Fritz
33265 Mill Creek Road
Pauma Valley, CA 92061

patsyfritz@aol.com
(760) 742-4511

15 March 2015

Director Mark Wardlaw mark.wardlaw@sdcounty.ca.gov
Project Manager Mark Slovick mark.slovick@sdcounty.ca.gov
EIR Coordinator Darin Newfield darin.newfield@sdcounty.ca.gov
[Department of Planning and](#)
[Development Services \(DPDS\)](#)
[County of San Diego](#)

**RE: Scoping Response/Request for
Proposed Newland Sierra
General Plan Amendment**
PDS2015-GPA-15-001
PDS2015-SP-15-001
PDS2015-REZ-15-001
PDS2015TM5597

Gentlemen:

Second time's not the charm.

A few less houses than 2010. No fewer overwhelming hazards.

Again, we see a continued attempt to usurp and overthrow the superb land-use planning that produced the County General Plan, passed on August 3, 2011.

Why were the taxpayers burdened by the 13-year, \$18,600,000 General Plan Update if it can be overthrown by the greed of developers who demand "entitlements" of over this 1,000% increase in dwelling units on their land? They refuse to heed Supervisor Dianne Jacob's wise warning, referencing the land use density maps: "What you see is what you get."

1. This project ignores the dangerous microscopic shards of silica that will burst forth from "The Bombing of Merriam Mountain" – year in and year out. The rocks are 70% silica. It's not "dust." You can't wipe this away with a Pledge-saturated dusting cloth. To level the mountaintop and build their roads they will have to blast & pulverize rock equivalent to the length and breadth 60 professional football fields – as a cube,

every one of them 100 ft. high. The resulting “silica plumes,” with shards so fine and sharp (because they were blasted by explosives, not eroded away by wind and water); they waft perpetually, over decades, kicked up with every gust of wind – until they settle in the lungs of man and beast. These minute, knife-sharp silica shards pierce the alveoli (the sacs of the lung tissue), and being so microscopic, can’t be coughed out. Slowly the lung tissue heals over – in scar tissue, the human body’s toughest tissue. But lungs need tissue that’s flexible and elastic, not tough, stiff and solid. The lung is a bellows, and if it can’t flex to draw air in and force it out again, you now have the irreversible condition known as silicosis. It is slow-moving, unnoticed at first, eventually fatal. Within 10-20 years, if your heart hasn’t given out in the Herculean effort to draw air in, and then expel it, you will die horribly and desperately, “like drowning in air.” Air is all around you, you need it, but you can’t draw it in. These silica plumes can travel 40 miles over the years. In the Deer Springs Valley, in Hidden Meadows, in Valley Center and Bonsall, in Escondido and in Rancho Bernardo to the south, even in Pauma Valley, 20 miles to the east we can anticipate silica shards entering our lungs 10 – 20 years after the first blast at Merriam starts, as the developer blows the mountaintop to smithereens. It is the way the air blows, with onshore breezes from the ocean, 90% of the year. The County needs to interview pulmonologists to understand the depredation that silica shards do to the lungs, then the heart, which fails from over-exertion in its attempts to push air in and out of the stiffened lungs – chronic, increased disability ending in death.

2. Please heed the wisdom of Supervisor Ron Roberts, who was the deciding vote when the earlier attempt was made to vastly increase density on Merriam Mountain (by a consortium that included the present applicant as its 50% interest):
“ ... State regulations seek specifics in addressing greenhouse gasses, but with this project we have no framework for determining how those actions will be carried out. ... Housing development will become more urban, providing the amenities the communities want and ask for, and transit connections that do more than just a token job of offering people transportation alternatives besides the automobile. ... Just as much care must go into evaluating those needs as we now put into water and sewer.” This project DOOMS any Climate Action Plan the County could develop and the lack of curbs and accountability on rampant development is the primary reason two courts rejected the County’s CAP, and the California Supreme court refused to hear the County’s appeal. Please, DPDS, “get real” about Climate Change!

3. The tonnage of greenhouse gasses that this automobile-dependent commuter community's vehicular traffic would produce clearly has the potential for causing significant effects on the environment extending beyond San Diego County and interferes with the attainment of state air quality standards. Not only will San Diego County suffer, but so will Riverside County to the north. Thus, its proposed 2,000+ dwelling units, being in excess of 500, per Section 15206 of CEQA, requires the County to submit its Draft EIR, as a "Project of Statewide, Regional or Areawide Significance" to the State Clearinghouse and SANDAG as well as Riverside County.
4. Road networks serving this proposed development would be inadequate; traffic will back up and be stalled, spewing further air pollution. The number of vehicles from this proposed development will fill one lane of the I-15 freeway at peak traffic hours. SANDAG has no plans to widen I-15, ***nor should they***. You destabilize the mountain if you try to cut away the foot to widen Deer Springs Road.
5. Emergency evacuation from Merriam Mountain will be impossible considering the number of vehicles from 2,000+ homes. Further, putting 7,000 residents cheek-to-jowl with chaparral and other high-fuel vegetation in the open-space easement increases the danger of human-wildland interface fires. Kids experimenting with matches. A resident discarding a bottle in the brush -- the sun's rays concentrate, to ignite fire in dry grass. A pyromaniac slyly setting an incendiary device off a trail, then escaping before detection. The risk of burning embers from wildfires during Santa Anas -- embers that can travel 2 miles in high winds, winds increased by firestorms generated at the source, as in the North County fires of May, 2014.
6. Even with all that risk, the developer will not build, equip and staff a fire station on Merriam Mountain -- nor can 2,000 homes support one. This is insane.
7. Land for a charter school? Proof that the developer will not risk conferring with local public school districts -- who could only offer fragments of school service, thus local children would have to be bussed excessive distances unless parents are willing to accede to the unknown "little red schoolhouse ... that couldn't." This is terrible educational planning. All applicable school districts should be solicited for reports of their ability to serve kids living on top of Merriam Mountain -- no matter how poorly, nor at what distance.

8. Has this applicant purchased the required number of EDUs (sewage-processing units @ 250 gallons per household per day) from the JPA that built the Encina plant? The local sewer district did not include Merriam Mountain in its expansion purchase (and why should they use rate-payers' funds to do so, in anticipation of land speculation by some developer in future?)
9. Use of a "package treatment plant" for 2,700 dwelling units on top of the mountain was economically infeasible in the previously-proposed project atop Merriam Mountain, thus the need to build a tandem sewage transport line from the bottom of Merriam Mountain to the Encina plant. 2,000 dwelling units will make it even more economically infeasible. Thus there will be NO recycled water available for this project's landscaping! We are in perpetual drought. This is a water-wasting project.
10. If it looks like leapfrog, leaps like a leapfrog – let it croak like a leapfrog. No parsing of zoning can make this leapfrog development look like anything but a leapfrog development. It is incompatible with its surroundings and violates the public trust that put over \$18,600,000 of taxpayer dollars into a sound, climate-alert, traffic-minimizing General Plan that values fire safety and clean air for all San Diego County.

Respectfully submitted,

Patsy Fritz

Neufeld, Darin

From: Slovic, Mark
Sent: Friday, March 13, 2015 1:04 PM
To: Neufeld, Darin
Subject: FW: Newland Notice of Preparation

Follow Up Flag: Follow up
Flag Status: Flagged

Mark Slovic, Planning Manager
County of San Diego | Planning & Development Services
T. 858.495.5172

From: Nancie Froning [<mailto:froningn@yahoo.com>]
Sent: Friday, March 13, 2015 10:37 AM
To: Slovic, Mark
Subject: Newland Notice of Preparation

Mark,

Thanks for the presentation for the NOP for the Newland project and for allowing our input.

I believe that the NOP has not included the entire project description.

- * What will be the roads out of the project? Has the project considered going out at Gopher Canyon to ease traffic?

- * What is the water impacts during construction and after the residents move in? The EIR should address the drought.

It does not seem fair that we have to conserve and this project will use mass amounts of water!

- *Fire DANGER IS UNDERSTATED as this area has not burned for over one hundred years. The traffic will back up Deer Springs, Sarver Lane and Twin Oaks, so how does the Planning Commissions plan to address this problem? The roads need to be expanded before residents would move in, or there could be lives lost.

- *Traffic will be terrible during the expansion of Deer Spring, residents have gone through two expansions at the corner of Deer Springs and Mesa Rock Road already. We understand that it is proposed that the lanes not be expanded in front of the Golden Door, so that will create a bad bottle neck.

- *There is not any city bus service proposed for this part of town, is that being considered to reduce traffic?

- *Blasting and grading will be terrible to improve the roads and make way for the development on the proposed land. The mobile home residents on Mesa Rock, who are seniors, will not have peace!

- *Dust could also be a big problem for the seniors residents with health problems at the mobile home park on Mesa Rock and Champagne Village.

- *The Red Tape Reduction Ordinance, did I understand that changes can be made, as part of problem solving? Is it correct there there are no formal limits, on scoping and timing of potential changes? Can significant changes be accepted after the final project approval?

- *What are the incentives to the Project Managers at the Planning Department? How can this even be considered, it seems like a conflict of interest.

*I believe I heard that this land was approved to be developed to have 95 homes, but the current project is asking for 2125 homes, how can that even be possible?

* Can the surrounding schools handle the student increase? I know there is a proposed school, but not for all K-12 students.

We are counting on the Planning Department to be fair during this process to not only the developer but the residents that live in the surrounding communities.

Please include me in all correspondence: froningn@yahoo.com

Thank you,

Nancie & Marc Froning
1530 Windsong Lane
Escondido, Ca. 92026
760-670-5606



County of San Diego

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NEWLAND SIERRA

PDS2015-GPA-15-001; PDS2015-SP-15-001; PDS2015-REZ-15-001; PDS2015-TM-5597

MARCH 4, 2015, SAN MARCOS COMMUNITY HALL

PUBLIC SCOPING MEETING COMMENT SHEET

Not compatible to Area - Agriculture - do not want change of present ^{CATEGORY 5}

Air Quality

Hazardous Materials

Water Quality / Service Systems

Traffic

Air Quality

Traffic

Air Quality

Land Use

Agriculture

Hydrology

Minerals

Traffic

Air Quality

Hazardous Materials

Water Quality / Service Systems

Traffic

Air Quality

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Air Quality

Land Use

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Traffic

Neufeld, Darin

From: Slovic, Mark
Sent: Friday, March 13, 2015 11:03 AM
To: Neufeld, Darin
Subject: FW: Newland Sierra Project NOP

Mark Slovic, Planning Manager
County of San Diego | Planning & Development Services
T. 858.495.5172

From: Mike Hunsaker [mailto:m_hunsaker@cox.net]
Sent: Wednesday, March 11, 2015 9:32 PM
To: Slovic, Mark
Cc: Chris.Nichols@UTSanDiego.com; Logan Jenkins, utsandiego; Lyle Davis, The Paper; Teri Figueroa of ut sandiego
Subject: Newland Sierra Project NOP

Dear Mr. Slovic,

Thank you for the presentation on the Notice of Preparation (NOP) for the Newland Sierra Project last week, and the opportunity to speak on matters of concern. Please add me to the distribution list for all public meetings and notices concerning this project.

Consider the following considerations my formal written comments on the NOP

Limitation of NOP

Many are impatient with the NOP process as it only solicits comments on what the EIR should consider. That said, glaring gaps exist in the project description. The sketchy draft EIR with fill-in-the-blanks general descriptions of major, controversial issues does not help.

The purpose of a draft EIR is to at least define what the project will entail and for citizens to have the opportunity to comment. However, without important particulars, it is impossible to define entirely what should be covered by the EIR and project impacts. That opens up exposure to later lawsuits if major environmental problems result for these undisclosed factors which have not been fairly and properly addressed. For example, if there are more than one alternative for the roads, they should all be disclosed and be addressed. Truncating the normal EIR process by limiting or evading discussion of key elements is not responsive.

An egregious problem is the lack of information on water impacts. The Merriam Mountains reincarnation did not pass ultimately on the basis that insufficient water was likely unavailable. Now the water situation is worse. Investors want to have their massive projects pushed forward despite more severe conditions. The investors should not be allowed to take water from existing residences merely to increase their profits. Serious problems with water allocations must be addressed.

I am assuming that issues of wildlife protection and daily traffic and "Green House Gasses" issues will be more than adequately covered by other competent respondents. These comments address less generally appreciated problems which are nonetheless of significant impact to citizens and must be addressed given their substantial impact.

Vallecitos Water District (VWD) Allocations

First, over allocation of available water resources can be a major problem with several sizable County projects in the works and huge developments in San Marcos. At present whenever this local water district (being affected by this project) is asked if there is sufficient water for a project, it answers whether or not that project by itself exceeds the available water supplies. Each individual project gets a letter of sufficiency independent of the total amount required by even just a few the major projects. All or many of the large projects under review now will exceed available supplies. That situation must not be allowed to happen particularly in a drought that could last 100 years by some studies. There is a sustainable amount of water available that is shrinking while the demand is being driven skyward. If communities are to be sustainable, they must have sustainable water. To have a good quality of life, that sustainable level must be

defined and allow citizens to have some flexibility to meet their individual needs and desires – not the needs and desires of mega-rich investors.

Further, the VWD entered into a major desalinization program to provide a reserve for rate stabilization. If even a portion of these projects go through, the damage these large projects will do to the District and the ratepayers will be significant. A study should address the true water capacity available – leaving the desalinization reserve untouched. The EIR must address the projected 100 year drought, the over allocation of available reserves and the probable effect on water rates.

County Zoning Water Allocations

It should also be noted that the proposed site has zoning water allocations for agriculture. If this water is diverted from agriculture, then food that should be grown there has to be shipped from other parts of the country which is a fundamental violation of “Smart Growth” precepts for “sustainable communities”. The concept of “Smart Growth” has been progressively shifted from the environmentally balanced growth to one that only benefits investors with their high-density projects ignoring vital issues such as maintaining job creating manufacturing zones and agriculture. The entire Southwest is expected to continue to be hit with severe water shortages. The San Diego Water Board has eliminated agricultural rates eliminating all agriculture dependent on imported water. The imported food is a major consumer of water. It takes close to a 1,000 gallons of water to produce a pound of cereal – much more for protein such as beef which requires 5,000 gallons. Consequently, good 80% of California water goes for agriculture. If there is not enough water for agriculture, any water reallocation for dwellings is inappropriate as it increases the demand for imported food and its indirect water costs on other already environmentally stressed regions.

Any misuse of unused, uneconomical agricultural zoning allocations must not be pushed forward as an excuse to avoid the issues of its impact on the entire environment. “Preserving agricultural land” that is barren, arid will likely never have enough water in our lifetimes is no excuse for making the situation worse.

Indian Tribe Allocations

Indian Tribes are campaigning for more water rights and a right to be “first in line”. The controlling judicial cases concerning Indian Tribe water are ***Winters v. United States***, 207 U.S. 564 (1908) and ***Arizona v. California***, 373 U.S. 546, 83 S. Ct. 1468, 10 L. Ed. 2d 542 (1963).

In ***Arizona v. California***, the Indian Tribes were given a wide latitude in determining what water rights they could have and that these rights were superior to other claims. Most reservations are thinly populated on arid soil. Generally under these rulings, the tribes must not only have sufficient water for their food needs, they were to be allowed to have enough water to develop commercial operations on any arable land they own. There was the recognized need to quantify the extent to these claims for a balance between the needs of large non-Indian populations and the small tribes of Indians. Most states have conducted negotiations with tribes and have established these “quantums”. However, California is one of the few states which have NOT quantified these claims.

Further, the California tribes have been acquiring land through fee-to-trust transactions which have increased amounts of arable land. These water rights have not been adequately defined what happens in a drought. The Indians, naturally, are pressing for their share at the expense of all others in a drought giving them an environmentally and economically unsustainable situation for all others and potential monopolies on any agricultural endeavor. The Federal government has recently announced that the Tribes may raise marijuana in any state that legalizes recreational or medical use if the water demand is set for water-hungry crops, then the water allocation becomes severely burdensome. “Smart Growth” requires the balanced manufacture of food – not marijuana.

The acquisition of agricultural land in California for their Tribal investor partners can easily result in food and marijuana monopolies by large investors. Further, the tribes have senior rights to water to convert their land to agriculture at any point in the future. These rights have not been quantified for California tribes and the obtainment of additional land by these tribes now potentially increases their “senior claims”.

During the droughts (which are expected to worsen in the future), the effects of these “senior” undefined claims poses a serious obstacle to all new development. None of the water district’s Master Water Plans address these issues.

Note that a major source of water for this project is from the Colorado River which would be the logical source for Tribal water which largely line its banks. So, the EIR should address and provide a reasonable basis for determining the limits of these potential claims to determine how much water is truly reliable and factor in the effect such claims would have for the development’s impact on top of the prospective claims that the tribes may place. Point in fact, these potential claims pose serious economic threats to all Californians until they are quantified and all major projects need to address the serious issue.

Importance of Desalinized Water

The VWD wisely purchased a sizable proportion of the Carlsbad Desalinization capacity. It was recognized that the District needed a reserve in case of drought and the sharply increased water costs projected. About 40% of the power used in California is used to transport water. Desalinized water uses considerable power in its production. As the clean power from San Onofre is set to be lost forever, the difference is being made of from “dirty” power generators out of state. Ratepayers must pay increased carbon taxes to their Greedy State which proposes diverting the money to subsidize high-density developments and the “Bullet” train.

Note the Tribal situations on the Upper Colorado River. Water must be transported to the reservations. Indian Tribes to have major claims to water, but need not be even the normal water ways to require it be made available. But fair negotiations there have quantified the demand and allocated the costs. But in California, who pays the transportation costs and what do the Tribes and their large financial partners have to pay?. The VWD ratepayers must pay for the desalinized water whether or not they get the water. Will that water go elsewhere leaving them with the bill and none of the benefits except for more draconian “conservation” measures to meet even more investor demands?

The water quality issue further complicates the Tribal Water issue. In the Federal case *City of Albuquerque v Browner*, 865 F Supp. 733 (D.N.M. 1993), the courts permitted the Indian tribes to set more stringent water quality standards than any State and even the EPA to be applied to upstream users. As tribes have claims on both sides of the Colorado River – the major supplier of water to Southern California, this situation sets up a case where the tribes have the authority to demand more water using water quality standards as a bargaining chip. Use of desalinized water to achieve this goal is an obvious means to ensure that tribal/investor water standards can be set arbitrarily high so they get more valuable pure water. Potentially ALL the VWD water reserve could be diverted to their sole use.

One Indian Tribe has already approached the City of San Marcos to establish a casino there. Given the City’s rapidly weakening economics and the near elimination of its cash reserves combined with the Tribal and Investor interest in growing these facilities in more urban areas, an Indian off-reservation site for a casino just north of Palomar College would be logical. Such a site would take advantage of a widened Twin Valley Oaks Road and recent and coming improvements in Borden Road, extension of Las Posas Road, and expansion of Buena Creek Road. Having a agricultural valley to boot. This area is a natural target.

Note that water rights were previously transferred by the Feds to the Indian tribes around Lake Henshaw was on the basis that the water would be made up by the Federal Government by relining canals. With the drought, the water has not been replaced as promised. Further, the Indian tribes are pressing for even more water as their Lake reservoir is almost dry. If Indian agriculture and casino comes to this area, the water consequences will be horrific on traffic, carbon taxes and water. This rural area will be a figurative zoo. This should be considered and addressed with a permanent ban on such development agreed to by all Indian Tribes. No “reconsideration” later. No “surprise” fee-to-trust transactions with “”surprise” new heavy water demands.

The Indian Tribes have been treated badly by the standards of the vast majority of Americans even today particularly in mismanaged Government services in health and education. Drug addiction plagues them. The American voters and courts have allowed them a measure asymmetric treatments under the law to establish casino monopolies and a wide ranging measure of special sovereign nation privileges. These measures recognize that Indian Tribes were poorly represented and supported and that these measures of privilege would allow for more rapid improvement in quality of life to the level enjoyed by others. However, Tribes have not prospered equally from casinos. Many are too far from urban centers to thrive. So a measure of further aid is appropriate for those tribes which have not benefited. Further, once tribal members reach a certain level of development, those privileges should be phased out for those fortunate members that no longer need special treatment and and other measures taken to better the lot of the less fortunate. To be fair, the issue of marijuana growth is a two-edged sword for them. The replacement of a drug cash crop away from food production violates their environmental and tribal values. It also promotes the bad problems their members already have from addictions to alcohol, oxycodone - and marijuana. Illicit marijuana growers steal from their limited water supplies and pollute the land with unregulated fertilizers and insecticides. Tribes are cooperating with Federal agents which violate their lands with their illicit production. Marijuana is a particularly water hungry plant requiring about 8 gallons of water per day. Raising marijuana would also hurt their high standing with voters on which such special privileges are based. Having investors pressure them into drug production is a risky gamble with major dangers – and huge investor profits.

Tribal water quantification can take place at any point in the future – even after tribes and their investors acquire more land in the present.

At the very least, these water demands should be quantified and negotiated fairly with the drought in mind before any project goes forth.

There should be a fair consideration for Indian affairs and relations and the needs of all parties.

An Underappreciated Fire Danger

Moving onto fire issues, the major fatal cause of fire fatalities is smoke inhalation. Yet the existing fire plan for this project primarily addresses safety of structures and the assumption of adequate evacuation routes.

The residential structure defense on the east end involves progressively reducing the height of the fire as it approaches the buildings by considering four rings around the development. The outer ring consists of natural fuel scrub which will be allowed to burn at its expected high rate and height (over six feet). The next ring consists of 50% thinned natural vegetation which will not burn as high. The third zone consists of landscaping which should reduce the height to less than three feet. At less than three feet, the fire is considered to be manageable by emergency vehicles and/or relatively fireproof buildings.

But the smoke and heat from all sections of the rings will inundate the homes. Trapped citizens will likely die from this cause – even though their homes will be saved by the layered protection rings and emergency vehicles. This peculiarity of warped priorities is, of course, inherent in the environmental process which Nixon set up in the EPA to where citizens' lives and money are counted as nothing. But smoke inhalation should obviously be addressed if a successful fire protection plan is really adequate.

The second problem are the traffic snarls that plague the area even today. Historically Twin Oaks Valley and Deer Spring Roads become completely snarled by even minor fender benders. The proposed emergency route through Salver lane requires Twin Oaks Valley and Deer Springs Roads to be free flowing to allow cars to exit through those roads and emergency vehicles to enter. That requires a complete restructuring and expansion of the roads before any residences are in place.

Fire Plan and Water

The fire plan on the west end aggravates the water situation as it depends on landscaping and agriculture for "protection". It speculates that water use from the agriculture will be coming, but requires protective landscaping and its irrigation as a substitute. Obviously both these alternatives must be addressed. The VWD, as many others, has indicated the need for conserving water used in landscaping irrigation; so, the environmental issues of water are clear.

Fire Evacuation Traffic

On the fire plan, note that the traffic coming out of the proposed project primarily must cross an intersection onto Deer Springs. The tendency of this) is to snarl so that no one will be able to cross. The intersection is right by the freeway. There is nothing like an adequate queue from the intersection to the freeway for emergency situations. Total gridlock and death are inevitable. Of course, while human lives are not counted in the environmental impact; even the more protected plants and animals will not be saved as emergency vehicles will be totally blocked from access. Only helicopters and plane drops will be available – which likely will be inadequate given the steep, rugged fuel-rich terrain. The recent Cocos fire resulted in total gridlock and it had less traffic and better roads despite heroic traffic control efforts.

The secondary emergency route through Salver dumps onto Twin Oaks Valley Road which will also be completely blocked. A few scattered homes as the current zoning allows (about 90 homes) would not be a problem. But 2,135 would.

The local fire department has indicated that fire in this area is inevitable. An analysis of probable deaths should be included.

As the severity of a fire threat is high, it will be a natural arson target from fire perverts, careless or troubled teens and terrorists. The same conditions apply to the San Marcos Highlands region also under consideration.

Blasting And Grading

As to the blasting and grading, Supervisor Horn has made it clear that he wants a 6-lane Twin Oaks Valley Road. The blasting and grading will be horrific. The broadly held belief is that the Board of Supervisors will override the proposed two-lane and use the opportunity to insert an environmentally unsupported 6-lane roadway design at the very end of the project approval despite its need for a separate study. As Mr. Horn has indicated his preference for such and will be voting on the final acceptance, expanded grading should be covered in the EIR studies including traffic growth, grading, GHG production, silica dust pollution, etc.

A non-consideration of this option will be a fatal lapse in the EIR preparation.

Concluding Questions

A few questions on the Red Tape Reduction Ordinance. From what I understood, changes can be made by you in the project as part of a “problem solving” authority granted to you by this ordinance. If I understood you correctly, there are no formal limits on the nature of the nature, scope and timing of these changes as ongoing changes are inevitable and part of the normal project progression. Is that correct? Can significant changes be done even after final project approval? How will the public be informed of these changes?

Also this ordinance establishes the right of County Planning Agencies to develop incentives for Project Managers (in charge of “problem solving”) to keep the project moving to meet the developer’s schedule. Has such a program been formalized and what are the incentives? Is there a written policy and documentation of the schedule and amount of incentives? Who will pay the incentives to benefit the developer? Taxpayers? How will the objectivity and impartiality of the Project Managers be assured? If the incentives become progressively more extreme the Project Managers would become employees of Investors (at taxpayer expense?).

Lastly, at the conclusion of General Plan update, certain projects did not get approval under the General Plan for their projects. For reasons that escape me, the Board of Supervisors approved money to help developers develop plans that would be acceptable. This project was to receive over \$800,000 of taxpayer money for that purpose. As this project violates so many guiding principles, the new approach appears it will be allowed under a Community Development Model yet to be written. What work was covered with this money? How much has been actually spent supporting this proposal? How will the project meet unspecified undefined Community Development Model requirements for strict environmental controls? It appears the EIR is premature and must be rejected on its face.

Thank you again for your consideration and your forthrightness.

Best regards,

Michael Hunsaker

Chairman, Property Owner Defense League, Inc.

Member of the TOVPOA

CBOC taxpayer rep for San Marcos Unified and Dehesa School Districts.

Citizen Advocate



This email is free from viruses and malware because [avast! Antivirus](#) protection is active.

Tom and Mary Kumura

1602 Siddall Drive,
Vista, CA 92084

Sent via email (Mark.Slovick@sdcounty.ca.gov)

March 15, 2015

Mr. Mark Slovick
Planning & Development Services
Project Processing Counter
5510 Overland Avenue, Suite 110
San Diego, CA 92123

RE: Comments and Responses to Notice of Preparation of EIR – Newland Sierra, PDS2015-GPA-15-001, PDS2015-SP-15-001, PDS2015-REZ-15-001, PDS2015-TM-5597, Log No. PDS205-ER-08-001.

Dear Mark:

I would like to make the following observations and responses: the initial study, referred to as a notice of preparation document that was made available to the public via the website (http://www.sdcounty.ca.gov/pds/ceqa_public_review.html) was not complete since the appendices were not made available. The information contained within the appendices may have had an impact on the agencies and/or public. I strongly recommend that since the initial study makes reference throughout the document referencing the Appendices that they are released to the public on the website.

In addition, while there was a scoping meeting held on March 4, 2015 at the San Marcos Community Service Department, Community Hall, it was stated that no-one there was taking any notes or comments from the public. This is contra to P.R.C. 21083.9 and Section 15206 of the State CEQA Guidelines, since the Lead Agency is required to conduct a scoping meeting to **SOLICIT** public agency and individual comments with regard to the scope and content of the EIR. As such, I do not believe

that the public has been afforded a proper meeting to present their comments and concerns, and I formally request that the deadline be extended beyond the March 16, 2015 4:00 pm deadline to 30 days after another meeting be conducted where public comments are taken. The requirement of having the comments put into writing only may have limited the comments to the public who have the ability to read and write and unintentionally excluded those who cannot write their comments down.

Responses/Questions:

1. Please make sure that the time period of the various studies include period that represents the true characteristics of the community and not only when schools/colleges are in sessions. It is important to note that a new Nursery business has changed the traffic and may need to be studied as well as other proposed business such as a green waste recycling center.
2. Aesthetics use of grape vineyard in a high risk fire area, especially in time of draught make lead to fires racing up the hill much faster since there is a fuel source. The overall density proposed does not fit with the overall community characteristic of the semi-rural setting. Such leap-frog development has been looked negatively upon in the San Diego General Plan.
3. The potential impact of shade, shadows and reflection from the sun should be studied so that the environmental impacts are mitigated.
4. Air Quality impact due to the construction and additional homes/business should be studied to insure that greenhouse gases do not exceed government standards.
5. If artificial grass or non-standard building material are being used, what testing of any hazardous material will be conducted during the EIR process? What testing of material will be conducted to make sure that the project complies with all Environmental regulations and laws. For example, 60 Minutes presented a report that the hardwood flooring sold by Lumber Liquidators may have exceed EPA standards.
6. Land Use/Zoning, how does using land that is currently zoned as rural regional category and with its extreme slopes to semi-rural and village core mixed use, a highly dense pocket of leap-frog development. The setting aside of 1,202 acres of biological open space to the public, transfer the expense of maintaining and protecting such land away from the developers who will walk

away with huge profits and putting additional burdens on those who buy into the projects and those who live in the area. (As we have seen from previous fires, the embers can travel for vast miles and impact a much wider area than the proposed development.) How will this additional risk be studied during the EIR and how are the best practices and lessons learned being applied. How will the unidentified “appropriate entity recognized to protect the public interest and having the ability to maintain and enforce protection of the open space” (Section 4.3 Maintenance Responsibilities) be selected? This party needs to be identified and fully vetted in the EIR to ensure they have the capabilities and resources to lower the fire risk when and if the water situation becomes much worse. The need to analyze the lack of water should be studied with various scenarios that look at a drought up to 100 year cycle. Is there going to be adequate funds set aside to maintain the open space? How was the amount determined and what steps are in place to make sure that it is enough for generations to come.

7. Hydrology studies should include not only the viability of water quality, but the supply from the Vallecitos Water District. Is the Vallecitos Water District in position to be able to provide the water to the additional homeowners and business owners while not passing along additional cost to those current landowners?
8. The initial study did not go into detail regarding sewage or waste water; given that the project would be taking more water than it is currently zoned for, why would it be in the public best interest to undertake such a project at this time; would it not be better to wait and let our water reservoirs build up to a level of sustainability. Once the water reservoirs have been returned to a normal level, there should be waste water/grey water recycling that is mandatory be in place so that water use is minimized.
9. The proposed changes to traffic patterns such as re-direction under Option 2 of the on and off ramps to and from the 1-15 should be studied and modelled to see what can happen if a fire was to ever to happen to test the assumptions that people will have time to evacuate. We have seen some problems of this in the San Elijo Hills area during last year’s fire season.
10. The development of a six acre K-8 charter school site, does not contribute to the existing school districts in the area such as: San Marcos Unified and Escondido Union and Escondido Union High; what are the steps being taken to make sure that the Newland-Sierra proposed development pays its fair

share of level 2 developer fees and not skirt the issue by building retirement age communities. Those 9 through 12 graders will also have an impact on the overall educational infrastructure.

11. If any of the studies incorporated within the EIR covers a prior period, what steps are being taken to make sure that the time period does not omit times that may present the current situation?
12. Is it possible for the staff to present the proposed timeline of the project EIR, listing the major steps, and the opportunity for the public and agency to submit their comments.
13. Cultural Resources should be maintained to preserve the history of the local area. Have the local Indian Tribes been contacted and notified of the project and the EIR? Who was notified?
14. What agencies have been notified and who have made comments during the NOP stage? If an agency or person did not comment during this period, do they give up any rights to review and make comments on the EIR?
15. Would it be possible to make presentations through the local planning groups/sponsor groups to allow for the information to be distributed to the public?
16. Why would 10.7 million cubic yards of cut and fill be reasonable for the current residents near the project? Having to put the public under such noise and constructions for the five to ten years of the project seems to be very unreasonable and points out the flaw of allowing such a mega-project for a semi-rural area with steep hills. How much water would be needed to control the dust from the 10.7 million cubic yards and where would such water be purchased/obtain, especially in time of severe drought. How much of the 1.7 million cubic yards of earth will have to be transported away and what is the greenhouse gases that would be produced due to the additional trips?
17. An average increase of 27,764 average daily trips (ADTs) is being estimated; given the current traffic situation on Deer Springs road, how will the potential impact be studied?
18. Given that air quality regulators typically define sensitive receptors as schools, hospitals, resident care facilities or day-care center or other facilities that may house individuals with health conditions and given the size and scope of the project, the public notification of potentially significant impact should require that a mass direct mailing be submitted to all residents within an eight mile radius of the proposed project.

19. On page 37 of the initial study, the applicant believes that the project would not physically divide an established community...however, I would disagree and point out that the project would most likely have a potential significant impact due to the overall size of the project. To date, there is nothing that compares to such a project in the North County area. The density of the land that will be developed into homes, condo and business is much higher than those found in the current local area. The application of adding the undeveloped and very steep hills of the biological open space is a false assumption and should not be allowed. The land was never available to build on and as such the rural housing allocation should be enforced and not changed to the much higher density that is being sought.
20. For the ambient noise level to increase to a potentially significant impact, a very detailed noise analysis which takes into consideration how the potential sound waves bounce should also be undertaken.
21. It appears that many of the references used in the completion of the initial study were outdated; for example data from the US Census Bureau was based on the Census 2000 and not the 2010 Census or SDAG, Population and Housing Estimates, dated November 2000, both of which are now over 15 years old. The EIR should use references that are more current and up-to date.
22. There were several references that failed to state the date of the report and should be deemed incomplete until the reference has the date specified.
23. Is it reasonable to use a soil survey for the San Diego Area from 1973? Would a more recent study be prudent than using a 42 year old report?
24. One of the guiding principles referenced in the Newland Sierra Specific Plan, section 5.1.1.1 states that *"The Project would provide a range of housing types that would aid the County in meeting required regional housing needs for projected population growth. The amount and type of housing would be assessed in the context of the County's Regional Housing Needs Assessment, housing sites inventory, and other housing projects within the County's jurisdiction"*; this fails to take into consideration all of the projects that involve the annexation of County lands into the City of San Marcos. I believe an adjustment should be made to include those projects as part of the housing that was developed into the County.
25. The fire protection plan referred to on page 5-8 and 5-9 of the Newland Sierra Specific Plan only mentioned the 2003 and 2007 San Diego County fires. It is

important that the EIR includes lessons learned from the other more recent fires including 2014.

26. How can land that is currently zoned for only 99 dwelling units be increased to a mega city project of 2,258 dwelling units? Where does the applicant see similar density being used within San Diego County? Example of such density within San Diego County should be pointed out in the EIR and clearly identified.
27. A draft traffic analysis dated 11/7/14 was completed by Linscott, Law & Greenspan Engineers and submitted to the County of San Diego on November 10, 2014. The study should be released to the public. Under the freedom of information act, I formally request an electronic version (pdf) of the report.
28. Per the checklist, *"A Geotechnical Report has been prepared in accordance to the County's Guidelines for Determining Significance for Geology/Geologic Hazards/Soils and will be utilized for relevant sections of the EIR. This report will be submitted on 1/20/15. The Geotechnical Report will include recommendations and design considerations to minimize geologic, seismic, soils, slopes, and other hazards. The proposed project would be designed in accordance with the most recent building code standards for geologic and seismic safety. The report will note areas of the project site where more extensive excavation methods are required. The report will be submitted to the County for review as part of the discretionary review."* Has the report been completed and if so, can I get an electronic copy of the report (PDF) under the Freedom of Information Act. Is this report going to be part of the EIR?

Sincerely,

Tom and Mary Kumura

Neufeld, Darin

From: Slovic, Mark
Sent: Monday, March 16, 2015 7:51 AM
To: Neufeld, Darin
Subject: FW: Newland Sierra

Mark Slovic, Planning Manager
County of San Diego | Planning & Development Services
T. 858.495.5172

From: Ralph Larson [<mailto:we7larsons@sbcglobal.net>]
Sent: Sunday, March 15, 2015 10:39 PM
To: Slovic, Mark
Subject: Newland Sierra

Mark Slovic, Project Manager
5510 Overland Ave, Suite 310
San Diego, CA. 92123

PDS2015-GPA-15-001;PDS2015-SP-15-001;PDS2015-REZ-15-001;PDS2015-TM-5597

Below are the following areas I would like to see in the EIR report.

1. More extensive traffic study when both colleges are in session.
2. Dust particles from grading and blasting and drilling and the health effects on the residents.
3. The effects of settling ponds changing the seasonal flow in the creek bed and affects on the oak trees and property owners down stream. Also the expected sizes needed for settling ponds and locations.
4. Any expected or needed upgrades to the creek bed down stream from project.
5. The expected run off during wet seasons and the 100 year flood and how that affects property owners down stream.
6. Ground water contamination from fertilizers and chemicals and how that affects wells and property owners down stream
7. Extensive study for endangered species both plant life and animal.
8. Air flow patterns especially in the box canyon area at the end of Sarver Lane which will accumulate automobile pollution, methane gas from sewer venting and dust.
(I have seen dust hang in the air for hours)

Improvement to project.

1. Develop property as zoned (Best option)
2. Design an air park around the already existing "air strip" and make large estate type lots. Much less impact on traffic and a lot less danger for evacuation in case of fire. Smaller impact on environment, smaller impact on property owners.

Ralph Larson
2742 Sarver Lane
San Marcos, CA. 92069
Date 3-15-2015

County of San Diego
Planning and Development Services
5510 Overland Ave, Suite 310
San Diego, CA 92123

Attn: Mark Slovick, Project Manager

SUBJECT: Notice of Preparation of an Environmental Impact Report

Newland Sierra, PDS2015-GPA-15-001, PDS2015-SP-15-001, PDS2015-REZ-15-001,
PDS2015-TM-5597, Log No. PDS2015-ER-08-001

I attended the March 4th meeting regarding the above project. I am a concerned senior citizen who lives at 1299 Deer Springs Road which is a senior residential community that has been here for over 55 years. A major concern shared by many in my community is the widening of Deer Springs Road. Currently several of our homes are less than 70 feet from the existing Deer Springs Road.

There exists a massive granite embankment on a bend in the roadway directly across from our homes. All that material will have to be removed to accommodate even four traffic lanes much less six lanes. When the road is widened we will be faced with tremendous equipment noise and dust. A health concern is the issue of crystalline silica, a classified carcinogen, migrating into our properties. The EIR must place emphasis on air quality and dust control, the same applied controls for a quarry operation.

There is no option; air quality monitoring must be required during the Newland Sierra project mining activities to protect all parties concerned. The monitor type used should be PM₁₀ Samplers, this is type is used at Rosemary Mountain quarry. These should be placed at multiple locations and have the capability to measure 24 hour PM₁₀ concentrations. Only this will insure safe air quality levels.

To save expense will the developer enlist eminent domain which will devastate our senior community? The EIR must also address, after roadway completion, a masonry sound barrier at least eight feet high to suppress the noise from large commercial trucks and other vehicle types.

In the Newland Sierra Specific Plan document prepared for the County located in section four, Implementation, page 4-7, Table II, the developer is alluding to an Assessment District to pay for road and freeway interchange improvements. Question, why should the residents in the surrounding area be responsible for a road improvement that only benefits the developer?

Respectfully submitted,
Michael McIntire
1299 Deer Springs Road, Space 25
San Marcos, CA 92069-9784
Email: mikaele97@cox.net



County of San Diego

MARK WARDLAW
DIRECTOR
PHONE (858) 694-2962
FAX (858) 694-2555

PLANNING & DEVELOPMENT SERVICES
5510 OVERLAND AVENUE, SUITE 310, SAN DIEGO, CA 92123
www.sdcounty.ca.gov/pds

DARREN GRETLER
ASSISTANT DIRECTOR
PHONE (858) 694-2962
FAX (858) 694-2555

NEWLAND SIERRA
PDS2015-GPA-15-001; PDS2015-SP-15-001; PDS2015-REZ-15-001; PDS2015-TM-5597
MARCH 4, 2015, SAN MARCOS COMMUNITY HALL
PUBLIC SCOPING MEETING COMMENT SHEET

THE FOLLOWING ARE CONCERNS WE HAVE ABOUT THIS PROJECT,
NOT IN ORDER OF IMPORTANCE:

- 1.) WATER RUN OFF - OUR HOME IS AT THE BOTTOM OF THE CANYON
WITH DRAINAGE DITCH RUNNING THROUGH OUR PROPERTY. HEAVY RAINS IN
PAST YEARS HAVE FLOODED THE DITCH AND EVEN WASHED OUT DRIVEWAYS.
WITH SO MUCH ROOF SPACE AND ASPHALT, THIS PROJECT WOULD WRECK HAVOC.
- 2.) WATER SHORTAGE - HOW CAN VWD SUPPLY ADEQUATE WATER FOR 2100+ HOMES?
- 3.) FIRE HAZARD / ESCAPE ROUTES - ABUNDANT BRUSH! FEW ESCAPE ROUTES.
- 4.) HEAVY TRAFFIC - DEERSPRINGS ALREADY HEAVY DURING COLLEGE
COMMUTE HOURS. HOW CAN DEERSPRINGS SUSTAIN MORE?!
- 5.) WILDLIFE DISRUPTION - COYOTES, RACCOONS, BOBCATS, DEER, SKUNKS, OPASSONS,
RED TAILED HAWKS, VULTURES, EAGLES, OWLS, ROAD RUNNERS, QUAIL, ETC ARE JUST
A FEW.

Mail to: PLEASE STICK WITH GENERAL ZONING PLAN ALREADY DEVELOPED AND

KEEP OUR COMMUNITY SEMI-RURAL
Mark Slovick, Project Manager
5510 Overland Ave., Suite 310
San Diego, CA 92123

THANK YOU,

Troy McMillan 3-13-15
Signature, Date
TROY McMILLAN
Print Name

Email: mark.slovick@sdcounty.ca.gov

FAX: (858) 694-3373

Phone: (858) 495-5172

281 COUNTRY GARDEN WAY
Address

SAN MARCOS CA 92069
City, State, Zip Code

Neufeld, Darin

From: Slovic, Mark
Sent: Friday, March 13, 2015 11:02 AM
To: Neufeld, Darin
Subject: FW: Merriam Mountain

Mark Slovic, Planning Manager
County of San Diego | Planning & Development Services T. 858.495.5172

-----Original Message-----

From: Bob Patten [<mailto:tortugabeto@gmail.com>]
Sent: Wednesday, March 11, 2015 6:53 PM
To: Slovic, Mark
Cc: <rw-peterson@cox.net>
Subject: Merriam Mountain

Mr Slovic my name is Robert Patten, I moved to the Twin Oaks Valley from the Los Angeles area in 1979 for its rural atmosphere. I have been involved in the General Plan in San Marcos first in the 1980's and also the new plan . I am a advocate for keeping with what the General Plan specifies regardless of which city or county it represents. The request from the developer to build 2,000 homes and a commercial area BLATANTLY disregards the new county General Plan. I believe it defines this property at about 200 homes. When I look at a General Plan I think of it being a guide to a potential homeowner what they may expect their neighborhood will be like before they make the largest investment of their life for most individuals. On the same note it gives a developer what the zoning is before the purchase of a property or properties. Now when the developer comes in and requests a zone change of this magnitude it just is not correct or fair if it were allowed . By asking that this project be denied and taken off the table is not only a reasonable request but in my mind the correct decision. I hope you feel the same. Best Regards Robert Patten

3537 N Twin Oaks Valley Rd
San Marcos Ca. 92069 Sent from my iPad

Neufeld, Darin

From: Slovic, Mark
Sent: Monday, March 16, 2015 7:48 AM
To: Neufeld, Darin
Subject: FW: EIR

Mark Slovic, Planning Manager
County of San Diego | Planning & Development Services
T. 858.495.5172

From: JACK PAXTON [mailto:jax1936@msn.com]
Sent: Sunday, March 15, 2015 4:19 PM
To: Slovic, Mark
Cc: Robert J. Glennon; Eric Freyfogle; Bruce Hannon; katherobbins@gmail.com
Subject: EIR

Dear Mark,

I am quite concerned about where the county will find water for this proposed development and where the mitigation land can be found for replacement of habitat destruction.

Years ago the County sold off Deer Park nearby in a move that was very short sighted. Now the County proposes to generate more demand for water in an area that is already overtapped and destroy habitat in a "hot spot" of endangered habitats.

The text below is quite enlightening and the SIO has studied Lake Meade and thinks there is a good chance it will be dry by 2021!

Traffic congestion is a small but important issue that seems to be strangling this area just like L.A.

How will it be mitigated?

What is the Mello Roos tax imposed on this development to defray the cost of extending utilities to this area?

UNQUENCHABLE: AMERICA'S WATER CRISIS AND WHAT TO DO ABOUT IT (Island Press 2009).

Deep in the Mojave Desert sits Las Vegas. The desert is a dry, torrid place that can quickly kill a person without water, but in Sin City [Lost Wages] a torrent of water flows freely in massive fountains, pirate lagoons, wave machines, and casinos. Meanwhile, across the country in places that are not particularly dry or hot, communities, farmers, and factories are struggling to find water, and even running out altogether.

America's self-inflicted water crisis is coming.

In a book that is both frightening and wickedly funny, acclaimed author and expert Robert Glennon has captured the tragedy-and irony-of water in America. From the Vegas Strip to faux snow in Atlanta, from our super-sized bathrooms to mega-farms, from billion-dollar water deals to big time politics and personalities, Unquenchable: America's Water Crisis and What To Do About It reveals the heady extravagances and everyday waste that are sucking the nation dry.

Our water woes will get worse before they get better because we are slow to change our ways, and because water is the overlooked resource. It's happening again: Washington's love affair with biofuels will turn to heartbreak once America realizes that thousands of gallons of water are required to produce one gallon of fuel. Glennon tells how a celebrated, new ethanol plant in Minnesota-The Land of 10,000 Lakes!-is already sucking local wells dry.

Glennon argues that we cannot engineer our way out of the problem with the usual fixes or the zany-but very real-schemes to tow icebergs from Alaska or divert the Mississippi River to Nevada. America must make hard choices-and

Glennon's answer is a provocative market-based system that values water as a commodity and a fundamental human right.

Island Press is proud to take part in bringing Robert Glennon's thought-provoking expose on our water crisis to light. [Unquenchable](#) will illustrate the urgency of this problem and the need for action on multiple fronts to solve it.

Robert Glennon is the Morris K. Udall Professor of Law and Public policy in the Rogers College of Law at the University of Arizona. He is the author of many articles and books, including the acclaimed [Water Follies: Groundwater Pumping and the Fate of America's Fresh Waters](#).

NASA: California Has One Year of Water Left

BY **ZOË SCHLANGER** 3/13/15 AT 1:18 PM



Uvas Reservoir, Santa Clara County, California. DON DEBOLD/FLICKR

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FILED UNDER: [U.S., Drought, California](#)

Plagued by prolonged drought, California now has only enough water to get it through the next year, according to NASA.

In an [op-ed published Thursday by the Los Angeles Times](#), Jay Famiglietti, a senior water scientist at the NASA Jet Propulsion Laboratory in California, painted a dire picture of the state's water crisis. California, he writes, has lost around 12 million acre-feet of stored water every year since 2011. In the Sacramento and San Joaquin river basins, the combined water sources of snow, rivers, reservoirs, soil water and groundwater amounted to a volume that was 34 million acre-feet below normal levels in 2014. And there is no relief in sight.

"As our 'wet' season draws to a close, it is clear that the paltry rain and snowfall have done almost nothing to alleviate epic drought conditions. January was the driest in California since record-keeping began in 1895. Groundwater and snowpack levels are at all-time lows" Famiglietti writes. "We're not just up a creek without a paddle in California, we're losing the creek too."

On Wednesday, the U.S. Department of Agriculture announced that one-third of the monitoring stations in California's Cascades and Sierra Nevada mountains have recorded the lowest snowpack ever measured.

"Right now the state has only about one year of water supply left in its reservoirs, and our strategic backup supply, groundwater, is rapidly disappearing," Famiglietti writes.

He criticized Californian officials for their lack of long-term planning for how to cope with this drought, and future droughts, beyond "staying in emergency mode and praying for rain."

Last month, [new research](#) by scientists at NASA, Cornell University and Columbia University pointed to a "remarkably drier future" for California and other Western states amid a rapidly-changing climate. "[Megadroughts](#)," the study's authors wrote, are likely to begin between 2050 and 2099, and could each last between 10 years and several decades. With that future in mind, Famiglietti says, "immediate mandatory water rationing" should be implemented in the state, accompanied by the swift formation of regulatory agencies to rigorously monitor groundwater and ensure that it is being used in a sustainable way—as opposed to the "excessive and unsustainable" groundwater extraction for agriculture that, he says, is partly responsible for massive groundwater losses that are causing land in the highly irrigated Central Valley to sink by one foot or more every year.

Various [local ordinances](#) have curtailed excessive water use for activities like filling fountains and irrigating lawns. But planning for California's "harrowing future" of more and

longer droughts "will require major changes in policy and infrastructure that could take decades to identify and act upon," Famiglietti writes. "Today, not tomorrow, is the time to begin."

<http://www.newsweek.com/nasa-california-has-one-year-water-left-313647>

Sincerely,

Dr Jack Paxton

Jack Paxton, 1615 La Tierra Lane, Lake San Marcos, CA 92078

Phone 217-819-0667

Neufeld, Darin

From: Slovic, Mark
Sent: Friday, March 13, 2015 12:45 PM
To: Neufeld, Darin
Subject: FW: NOP Newland Sierra project

Follow Up Flag: Follow up
Flag Status: Flagged

Mark Slovic, Planning Manager
County of San Diego | Planning & Development Services
T. 858.495.5172

From: Cindi Peterson [<mailto:goldencindi@hotmail.com>]
Sent: Thursday, March 12, 2015 10:32 AM
To: Slovic, Mark
Subject: NOP Newland Sierra project

Dear Mr. Slovic,

I am in opposition to the Newland Sierra development because it will be in direct conflict with the rural and agricultural nature of Deer Springs Road and the Twin Oaks Valley.
Also it violates the County Plan for the area.

Fire, traffic, noise and pollution not to mention the impact on our water resources, all are reasons to reject their EIR and the entire proposal.

The nature of the topography in the area of the proposed housing project is very steep and is possibly conducive to building a dozen or so houses.

The impacts from anything approaching what they are asking for would be catastrophic for this area and the county. It would be an environmental disaster.

This project should not be allowed to waste county resources to even consider it.

Thank you,

Cynthia Peterson
906 Deer Springs Road
San Marcos, CA

760-443-9807

Neufeld, Darin

From: Slovic, Mark
Sent: Monday, March 16, 2015 3:21 PM
To: Neufeld, Darin
Subject: FW: Newland Sierra Project

Mark Slovic, Planning Manager
County of San Diego | Planning & Development Services
T. 858.495.5172


From: Patrice Promack [mailto:ppromack@yahoo.com]
Sent: Monday, March 16, 2015 10:56 AM
To: Slovic, Mark
Subject: Newland Sierra Project

Dear Mr. Slovic,
First, thanks for being at the meeting on March 4. I know you got an earful from those attending, and have probably been inundated with comments on this project. Below are my comments. Though far from comprehensive, they concern a number of absolutely unacceptable aspects of the proposed project. The most important relate to water, air and fire (details below).

Comments on EIR for Newland Sierra; PDS2015-GPA-15-001, PDS2015-SP-15-001, PDS2015-REZ-15-001, PDS2015-TM-5597

Submitted after reading through the Initial Report, and attending the March 4, 2015 meeting. There are dozens of reasons to retain the 85-unit zoning for this piece of property. Here are some of the most important ones:

1) Water, or rather lack thereof. There is no way that Vallecitos can supply water for a development this size. If the EIR's analysis of project water supply availability does not reach this conclusion, there would be reason to suspect its accuracy. The record drought conditions will continue for many years (and these conditions will probably become "the new normal"). The desalination plant won't provide Vallecitos with enough water to make up the deficit. What little water there is, is already horribly expensive and this trend will also continue, making those of us already here become ever more impacted in our shrinking wallets. Vallecitos would no doubt increase prices even more to make up for the cost of bringing water to this proposed development. Here is a link to a recent article which highlights the situation: [California has about one year of water left. Will you ration now?](#)



California has about one year of water left. Will you ra...

Given the historic low temperatures and snowfalls that pummeled the eastern U.S. this winter, it might be easy to overlook how devastating California's wi...

[View on www.latimes.com](http://www.latimes.com)

Preview by Yahoo

2) Air pollution: having a huge number of homes that are not close to public transportation means a huge increase in GHG and other automobile emission pollutants. This is not acceptable, and cannot be mitigated. This is in addition to the impact of all the trucks that will be coming and going during the construction phase. And, as mentioned during the meeting, the blasting required would put a lot of particulates (which would include airborne silica) into the nearby air. Even though that would be temporary, the effect on the local residents (especially those of us in the community of Deer Springs Oaks, which is a 55+ community) would be significant, as we are among the "sensitive receptors" with respect to all of these pollutants. Also, as mentioned in the Air Quality section of the PDS CEQA Initial Study (Feb 12, 2015) for the project, San Diego County is ALREADY in non-attainment status for Ozone and Particulate Matter, so the additional 27,764 additional ADTs which would result from this development would take us in the WRONG direction! There is no possible mitigation for this.

3) Fire...as some signs on roads in California indicate, it's not a matter of IF but rather WHEN. And the "when" question is to be answered "sooner rather than later" if this development happens. As someone at the March 4 meeting mentioned, with all those people taking walks in the areas around the homes, there will likely be a few careless smokers who may toss their cigarettes unwisely and start a fire. It has happened more than once! And the immediate evacuation required not only for that whole community of 2135 homes but also all the surrounding threatened residences would be a NIGHTMARE! Furthermore, the fire department resources required to protect those additional homes are not adequate. And with budgetary constraints, can additional resources actually be created for that? Unlikely. The idea that there could be mitigation measures in the Fire Protection Plan that would "reduce the potentially significant impacts resulting from the lack of an alternative means of access to a level less than significant" is simply not within the realm of possibility.

4) In reviewing the PDS CEQA Initial study , the number of Potentially Significant Impact boxes checked is impressive! To imagine that the county would allow this development to happen in spite of all these impacts (the vast majority of which cannot be adequately mitigated), is simply beyond belief! Some of these impacts are more critical than others. But cumulatively, they add up to a determination of "No Project" as the logical conclusion (unless the developer changes to project to the 85 homes allowable under current zoning).

5) The idea that a vineyard would be planted is not a good one. In determining the priority of uses for water in agriculture (because the water resources will likely soon be rationed in California), growing grapes for wine is not a priority, and there are already plenty of vineyards in San Diego County and elsewhere.

6) Having a park available in the development is nice, but the conclusion that the residents won't still drive to other parks in the county is mistaken. Ditto the Town Center shopping options (if you have been to the Lake San Marcos development you will note that the options in the development are underused and some have gone out of business due to that fact).

7) In the Geology and Soils section of the Initial study, there are 3 EXTREMELY important possible events mentioned that should in themselves be showstoppers: rockfall, landslide, and liquefaction.

8) And the list goes on...Hydrology, Noise, Public Services sections being the most notable red flags. Police protection? Again, budgetary constraints will not allow the increase in law enforcement personnel to adequately address the needs of such a large number of residents dumped into this spot. The idea that there could be any "project design features" capable of ensuring an "adequate level of public safety", or that there could be adequate "mitigation measures" to reduce the impact to less than significant on the SD County Sheriff's department, is simply ridiculous.

9) With so many Mandatory Findings of Significance, and the knowledge that most of these significant impacts cannot be adequately mitigated, it is truly a shame that the time and money have had to be wasted by San Diego County to even consider this project. I agree with Robert Peterson, President of the Twin Oaks Valley Property Association:

"We believe that changes must be made to the way the county processes these projects. This project is essentially the same as the previous iterations put forward by 'Stonegate' and 'Merriam Mountains'. There needs to be a formula that precludes projects at the outset, that are so far out of the scope of what the County General Plan provides for.

This process only serves to waste many years of the residents time and effort and wastes County Staff's time and considerable amounts of taxpayer's money.

Thank you for your time in reading this and all other comments submitted about this project. *PLEASE DO THE RIGHT THING*: tell the Newland Sierra project managers that the maximum number of residences they can build is 85!

Respectfully submitted,
Patrice Promack, DDS
Resident of Deer Springs Oaks

Neufeld, Darin

From: Slovic, Mark
Sent: Monday, March 09, 2015 8:02 AM
To: Neufeld, Darin
Subject: FW: Newland Sierra public scoping comment sheet

Follow Up Flag: Follow up
Flag Status: Flagged

Mark Slovic, Planning Manager
County of San Diego | Planning & Development Services
T. 858.495.5172

From: Debby Siebert [<mailto:dsiebert874@gmail.com>]
Sent: Friday, March 06, 2015 7:16 PM
To: Slovic, Mark
Subject: Newland Sierra public scoping comment sheet

Attno: Mark Slovick, Project Manager

Newland Sierra Comments

I'm a resident of Deer Springs Oaks. I had the opportunity to attend the meeting March 4. I'm new to this area and was extremely appalled at what is being proposed. What the applicants are proposing will be devastating to pretty much all the resources that are even remaining here. We're in a drought, fire season is inevitable all year long, this is a rural area, humans, animal and environment are at total risk. There were so many credible points of disastrous consequences that were brought up at the meeting by both residents and the experts. Just the reality of blasting the hillside and what the dust, rubble and any number of results, including mesothelioma health concerns, due to the breakdown of all that rock spewing out over this entire valley. By the way, there are daily ads requesting people to call in for mesothelioma victims, alive and dead. I would love to have those attorneys come to a meeting on this project. The amount of money(HUNDREDS of millions) to construct new roads, thousands more people on these roads and freeway are laughable to believe that this applicant can possibly get away with this. The price for this concept is disaster. The only way this project could possibly be approved has to be through huge payoffs to certain people. Thank goodness that we who have concerns can vote. Shame on the county for allowing this project to keep rearing its ugly head.

Debby Siebert

Debby Siebert 3/6/15
1299 Deer Springs rd. #1

San Marcos, CA 92069

Neufeld, Darin

From: Slovic, Mark
Sent: Thursday, March 19, 2015 7:40 AM
To: Neufeld, Darin
Subject: FW: Cathleen Smith Fw: Newland Sierra PDS2015-GPA-15-001, REZ15-001, TM-5597 Log # ER08-001 EIR

Darin,

Could you please reach out to Kathleen and let her know we got her email and will include it?

Thanks,

Mark Slovic, Planning Manager
County of San Diego | Planning & Development Services
T. 858.495.5172

From: smithfieldfarms@pacbell.net [<mailto:smithfieldfarms@pacbell.net>]
Sent: Thursday, March 19, 2015 7:12 AM
To: Slovic, Mark
Subject: Cathleen Smith Fw: Newland Sierra PDS2015-GPA-15-001, REZ15-001, TM-5597 Log # ER08-001 EIR

Hi Mark, Thank you for taking the time to speak with me yesterday. I found the email I had sent and had used the wrong email address @!! I am forwarding it onto you now...hopefully it will reach you this time. Best regards, Cathleen Smith

From: smithfieldfarms@pacbell.net
Sent: Monday, March 16, 2015
To: mark.slovick@sdcounty.gov

From: smithfieldfarms@pacbell.net
Sent: Monday, March 16, 2015
To: Mark.slovick@adcounty.ca.gov

As related to the above referenced, we as owners of 630 Deer Springs Road, a property within the impact area, are responding to a "Notice of Preparation of an Environmental Impact Report" and are providing the following comments/issues that we would hope will be considered within the scope and content of the EIR:

1. How is the project and also the rezoning of single family resident properties for use as Public Parks going to impact those properties that abut the newly zoned parcels.
2. What is the impact going to be on the "quiet enjoyment" and "character" of the single family resident properties that abut the project property...during the construction period and at final build out.
3. Traffic issues and the improvement of Deer Springs Road: How to accommodate current traffic congestion and additionally be able to accommodate additional ADT's created by the new master

planned community. For many years the Twin Oaks Valley community and surrounding communities have grown with the basis and planning that Deer Springs Road is a Prime Arterial. It is necessary for the county to establish specific assumptions to be used by the applicant and their traffic engineers in generating Traffic studies, not to reclassify Deer Springs Road but to develop solutions for the community to solve the current failed road status before bringing more traffic to the area.

Of great concern is that this applicant in a prior application related to the same site, desired to provide for the expansion and improvement of Deer Springs Road, at that time with the understanding that the expansion would relieve the "failed road" issue we now experience, however Newland Sierra has in recent meetings stated that Deer Springs Road will always be a failed road, therefore are suggesting that no expansion will occur in front the of the Golden Door Spa property which runs westward 1 mile from I15.

I would like to understand why and how the assumptions of the current Traffic Study have been changed from the prior studies, wherein the prior studies supported the expansion of the entirety of Deer Springs Road however, with this new submittal apparently the Applicant has found justification to not provide expansion on the entirety and only a small portion of Deer Springs Road. I would suggest in this current EIR the applicant be required to use the same means/assumptions as used in the prior submittals to prepare their current studies.

Thank You for you consideration.

Paul and Cathleen Smith
630 Deer Springs Road
San Marcos, CA 92069



County of San Diego

MARK WARDLAW
DIRECTOR
PHONE (858) 694-2962
FAX (858) 694-2555

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FAX (858) 694-2555

NEWLAND SIERRA

PDS2015-GPA-15-001; PDS2015-SP-15-001; PDS2015-REZ-15-001; PDS2015-TM-5597

MARCH 4, 2015, SAN MARCOS COMMUNITY HALL

PUBLIC SCOPING MEETING COMMENT SHEET

Dear Mark Slovick,
I have attended most of your recent work
shops and conclude that my wife and I
will be devastated if the Newland Sierra
project is built. We are elderly people
residing on Deer Springs Rd and have
contracted many health ailments - all the
problems with lack of available water,
Fire Hazards, extreme traffic problems,
Green House Gases, silica dust and etc.
make the proposed project unworkable
and ill-concerned.

Mail to:

Mark Slovick, Project Manager
5510 Overland Ave., Suite 310
San Diego, CA 92123

Email: mark.slovick@sdcounty.ca.gov

FAX: (858) 694-3373

Phone: (858) 495-5172

(see next page)

John N. Zoria 3/10/15

Signature, Date

JOHN N. ZORIA

Print Name

585 DEER SPRINGS RD.

Address

SAN MARCOS, CA 92069

City, State, Zip Code

I have in the past several years
written many letters on the
problems with the subject project.
See attached documents that
describe our concerns

Sincerely,
John N Zoria

JOHN N ZORIA

585 DEER SPRING

SAN MARCOS, CA

92069

PH 760-744-2368

EMAIL BZORIA@AOL.COM

See Attachments:

August 27, 2013

From: John and Barbara Zoria

To: Linda Bailey

Subject: Our dubious future with Merriam Mountain Project

Attached are numerous letters we have written to Bill Horn and others regarding Merriam Mountains Project. These letters will give you a sense of how we feel about the subject project.

Our main concern is that if the project is approved we will be totally devastated financially and health wise. We will have to abandon our home before the project starts in order to save our health especially since we are elder citizens with MAJOR health problems. (reference is made to the attached letters for backup information.)

I have studied Elder Law and believe that our government will protect us from total devastation. We are too old to start over. Please buy us out.

Sincerely,

John N. Zoria Nuclear Auditor-retired

A handwritten signature in cursive script that reads "John N. Zoria".

Barbara J. Zoria Club Accountant-retired

A handwritten signature in cursive script that reads "Barbara J. Zoria".

From: bzoria@aol.com

To: bzoria@aol.com

Cc: bzoria@aol.com

Subject: Re: damaging affect to our health due to Merriam Mts project

Date: Sat, Jan 30, 2010 5:53 am

Subject: damaging affect to our health due to Merriam Mts project

John Zoria, 585 Deer Springs Rd, San Marcos, Ca.

SUPERVISORS, YOU HAVE THE RESPONSIBILITY TO PROTECT THE COUNTY CITIZENS AGAINST DANGEROUS CONDITIONS CAUSED BY DEVELOPERS.

Barbara and I are senior citizens and have lived here in the Twin Oaks Valley for thirty two years. Barbara now has severe health problems to include Asthma, Bronchitis, COPD, Hypothyroidism, Diabetes and etcetera.

If this project is approved, it will bring to this valley as a minimum, potential dangers in the areas of air quality, traffic congestion, noise, vibrations, and Crystalline Silica dust.

Activities such as blasting, drilling, excavating and transporting of Granite rock will be continued over a ten year period in close proximity to our home.

Barbara and I have covered the above activities with three of her doctors. These doctors have stated in writing that the results of these construction activities would have severe if not fatal consequences to her health.

Supervisors, you have no idea the terrible crisis that this proposed project is having on our lives. What right does this greedy developer have to come in to our lives, destroy our home values and quality of life.

AGAIN, COUNTY SUPERVISORS HAVE THE RESPONSIBILITY TO PROTECT US AND INDEMNIFY US FROM DEVELOPERS ACTIVITIES THAT WOULD RUIN OUR LIVES. Thank you for listening.

Sincerely, John and Barbara Zoria