



# County of San Diego

**ANDREW POTTER, CCB**  
EXECUTIVE OFFICER/CLERK

CLERK OF THE BOARD OF SUPERVISORS  
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**ERIN DEMOREST**  
ASSISTANT CLERK OF THE BOARD

May 24, 2019

TO: Supervisor Dianne Jacob, Chairwoman  
Supervisor Greg Cox, Vice Chairman  
Supervisor Kristin Gaspar  
Supervisor Nathan Fletcher  
Supervisor Jim Desmond

FROM: Andrew Potter  
Clerk of the Board of Supervisors

## **REFERRAL**

Attached, for your information, is correspondence from Clark Hudson regarding Otay Village 14 and Planning Areas 16/19. Thank you.

Respectfully,

A handwritten signature in blue ink that reads "Andrew Potter".

ANDREW POTTER

Attachment

cc: Helen Robbins-Meyer, Chief Administrative Officer  
Sarah Aghassi, Deputy Chief Administrative Officer, Land Use and Environment Group  
Board of Supervisors Communications Received

AJP:dl

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**From:** Cox, Greg  
**Sent:** Friday, May 24, 2019 9:29 AM  
**To:** FGG-DL, LSDOCS  
**Subject:** FW: Village 14 and Planning Area 16 and 19  
**Attachments:** Correspondence dated 5-23-2019.pdf

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**From:** Hannah DuBois [mailto:hdubois@neildymott.com]  
**Sent:** Thursday, May 23, 2019 5:15 PM  
**To:** Cox, Greg; Jacob, Dianne; Gaspar, Kristin; Fletcher, Nathan (BOS); Desmond, Jim  
**Cc:** FGG, CAO Mail; Clark R. Hudson  
**Subject:** Village 14 and Planning Area 16 and 19

Good afternoon,

Attached please find correspondence of today's date from Clark Hudson.

Thank you.

Very truly yours,

Hannah DuBois  
Legal Secretary to  
Clark R. Hudson, Jonathan R. Ehtessabian,  
& Elizabeth A. Harris  
*Law Offices of Neil, Dymott,  
Frank, McCabe & Hudson*  
*A Professional Law Corporation*  
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# Neil Dymott

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San Diego • Palm Desert

May 23, 2019

The San Diego County Board of Supervisors  
1600 Pacific Highway, Room 402  
San Diego, CA 92101  
Phone: (619) 531-5600 Fax: (619) 338-8146

**SUBJECT:** Village 14 and Planning Areas 16/19: PDS2016-GPA-16-008,  
PDS2016-SP-16-002, PDS2016-REZ-16-006, PDS2016-TM-5616,  
PDS2016-ER-16-19-006; Jamul/Dulzura Subregional Plan Area

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Dear Members of the Board of Supervisors,

We are writing as concerned citizens and residents of the Jamul Community, in relation to the proposed development, noted above.

Our first concern relates to the unknowns regarding the "secondary access" being proposed. The developer is proposing to connect Planning Area 16 through two private roads, Whispering Meadows Lane and Valley Knolls Road (a community known as Mountain View Estates). In addition, this proposed road would extend through existing CDFW Lands to connect to Planning Area 16.

There are currently 8 "Irrevocable Offers of Dedication" (IODs) to the County to improve both Whispering Meadows Lane and Valley Knolls Road to an ultimate 60' right-of-way, which would require removal of private improvements adjacent to the road edges, possible relocation of power lines, drainage, and other public utilities, etc. To date, the County has not accepted them, although may do so at any time to allow project access. It is also our understanding that the road maintenance may remain private and subject to the requirements of the fire protection district. We are not sure how this is even possible and why this is being considered, especially when it appears that access could be obtained by connecting directly to California State Route 94.

Another area we are concerned with in association with this proposed road connection is traffic. In the final draft environmental impact report, the Transportation and Traffic section (2.9) indicates that based on the calculations provided the traffic added to these roads would be less than the 20 trip minimum. Therefore, no further analysis is being required. Refer to exhibit A. Common sense will tell you that the residents located in the Easterly part of Planning Area 16 will not be primarily using the Southern/Westerly route to Proctor Valley Road through various roundabouts to get access to Proctor Valley

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Road. Just as our community does now, a majority of the time they will travel through Whispering Meadows Lane and Valley Knolls Road onto Proctor Valley Road to go either South/West or North/East. As such, we would like to request that a condition be included to require additional analysis of this, by a new consultant.

This road connection is not in the best interest of the community and we would like to propose a condition be included to require the developer to look into alternatives, such as connecting directly to California State Route 94. Or since this is strictly being proposed as a secondary access, could the existing gate at the end of Whispering Meadows Lane remain locked and only accessible by Fire and County Officials?

Secondly, we are concerned with the overall traffic impact and related fire evacuation plans. California State Route 94, which is an existing two-lane expressway, is already extremely congested. We fear that with the addition of 1,119 new homes and the additional students that will attend our schools the traffic will be impacted greatly, far more than what has been noted in the CEQA reports prepared. Recently the Jamul-Dulzura Union School District's office estimated that they are expecting around 163 additional students into the K-8 schools (Village 14 = 101, PA 16 = 56, PA 19 = 6). This estimate does not incorporate any anticipated numbers of high school students that may attend Steele Canyon High School located on California State Route 94.

Furthermore, as noted on page 41 of the OV14 Hearing Report, it indicates that it would take approximately 2.5 to 3.0 hours to evacuate the new community in the event of a fire. What does this mean for the neighboring communities? This is very concerning given the recent and tragic Camp Fire in the Community of Paradise. The Paradise Community infrastructure is set up almost identical to how our community would be with the addition of the proposed project. This tragic event clearly tells us that Cal Fire and the Sheriff's Department cannot handle evacuations in such infrastructure layouts. This is not meant to criticize them for all of their efforts, we are simply expressing our concerns, as lives depend on it. Cal Fire was present at the October 19<sup>th</sup> hearing and made it clear that they accepted the proposed project as it stands. We just don't understand how our community would be any different than the Camp Fire in Paradise, if a fast moving fire were to occur in our area again. If you refer to Exhibit B, you will notice that history tells us that fires move directly through the path in which these proposed communities would be built. The road mitigation to Proctor Valley Road is proposed to remain a narrow two-way road with a limited road shoulder and various roundabouts. Perhaps the new portion of the roadway could be built with a large enough shoulder on both sides allowing two additional lanes for evacuations and emergency vehicles.

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In conclusion, we feel that a much closer review of this project is necessary. As you move toward your deliberations, we urge you to consider the alternatives we have presented here. We appreciate your time and look forward to hearing from you.

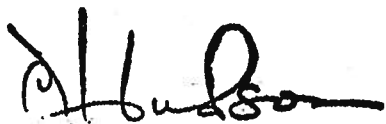
Respectfully,

**Clark Hudson**

**13929 Whispering Meadows Lane  
Jamul, CA 91935**

\_\_\_\_\_  
*Printed Name(s)*

\_\_\_\_\_  
*Address*



**5/23/2019**

\_\_\_\_\_  
*Signature(s)*

\_\_\_\_\_  
*Date*

cc: Helen N. Robbins-Meyer, Chief Administrative Officer

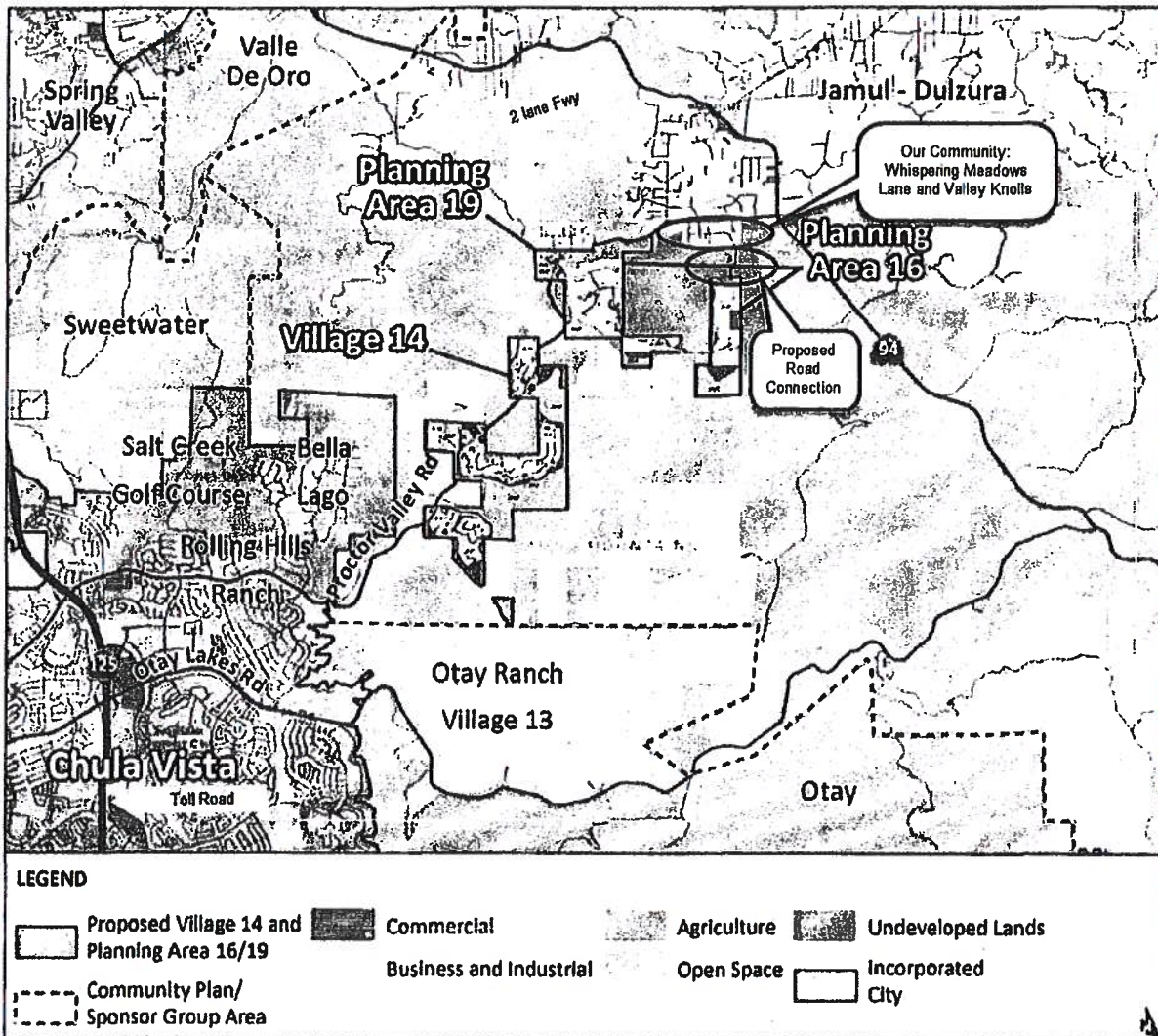
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## EXHIBIT A NEW ROAD CONNECTION

**IMAGE 1:** In this image you can see the locations of the proposed roadways throughout the community. Common sense will tell you that the future residence of Planning Area 16, those particularly in the easterly location will likely use the proposed secondary access through Whispering Meadows Lane and Valley Knolls Road, even if they are traveling to EastLake to avoid roundabouts, etc. However, they will definitely use it if they are traveling to State Route 94 or into Rancho San Diego, which is a shopping destination for the Jamul Community.



*\*This map is from the Planning Commission Hearing Report, dated 10/19/18. It includes an overlay of the proposed development showing the roadways, which was taken from the EIR Report.*

