

3.1.9 Public Services

The following section addresses schools, fire protection, and police protection. Information for schools and police protection is based in part with contacts with the respective districts or agency. The Project FPP (Dudek 2016, Appendix L of this EIR, and additionally discussed in Section 3.1.4), provided information for the fire service discussion. Project Facility Availability Forms are provided in Appendix O of this EIR for school and fire services. Please refer to Section 3.1.10, *Recreation*, for discussion of parks.

3.1.9.1 Existing Conditions

Service Facilities, Capacities, Standards and Timing

Schools

The Project site is located within the service area of the Escondido Union School District (EUSD) for K-8 education, and the Escondido Union High School District (EUHSD) for grades 9-12. EUHSD serves the major portion of the City of Escondido and portions of the surrounding unincorporated area.

EUSD currently operates 18 elementary school and 6 middle schools. There are three charter schools operating in the EUSD including Classical Academy, Heritage K-8 Charter, and Heritage Digital Academy Charter Middle.

The EUHSD currently operates three comprehensive high schools in addition to Valley and the Escondido Community Day School. There is one independently operated, public charter high school.

All students generated by Project development would attend existing or new schools within the Escondido area. HGV South would be served by the new Bernardo School for K-5 and students in grades 6-8 would attend Del Dios Middle School (Del Dios Academy of Arts and Sciences); located approximately 4.7 and 2.9 miles from the Project site, respectively. High school students would attend San Pasqual High School, located approximately 7.8 miles from the Project site.

The current enrollment and capacities of these schools are presented in Table 3.1.9-1, *Enrollment and Capacity of Schools that Would Serve the Project*. As shown in this table, both Bernardo Elementary and Del Dios Middle schools have capacity. San Pasqual High School is operating over capacity.

Fire Protection

The Project site is located within County Service Area 107 (CSA 107) and State Responsibility Area (SRA), and the fire agency having jurisdiction (FAHJ) is currently the San Diego County Fire Authority (SDCFA), which is currently responsible for providing emergency services to the project through the Elfin Forest/Harmony Grove Volunteer Fire Department. The Project will be served by the RSFFPD (see Section 3.1.4 of this EIR).

Table 3.1.9-2, *Summary of Responding Fire Stations for the Project*, presents a summary of the location, equipment, staffing levels, maximum travel distance, and estimated travel time for the nearby station that would respond to a fire or medical emergency at HGV South. Travel distances are derived from SANGIS Geographic Information System (GIS) road data, while travel times are calculated using nationally recognized National Fire Protection Association (NFPA) 1710 and Insurance Services Office (ISO) Public Protection Classification Program's Response Time Standard.

The closest fire protection for the Project would be provided from the new fire station approved for construction as part of HGV. The lot has been transferred to the County and a request for design-build services for the permanent station was issued in March 2017 (Huff 2017: pers. comm.). This station will be less than 1.3 miles away from any proposed HGV South structure. The Project would provide fair-share funding for fire and emergency medical response through participation in a Community Facilities District (CFD) or similar developer agreement, or through fire assessments and fees, depending on the final fire station jurisdiction. It is anticipated that the new station will be staffed by career personnel provided by the Rancho Santa Fe Fire Protection District (RSFFPD).

The RSFFPD has submitted a request to the LAFCO to annex CSA 107 into the RSFFPD and it has been approved; expanding the RSFFPD to cover the Project area. Career personnel provided by the RSFFPD would staff a temporary station until the new permanent station is constructed in HGV (current resources include a three-person medic engine company, which includes a paramedic and a Type I fire engine). Emergency ambulance service for CSA 107 is outsourced to a private vendor. As indicated above, the proposed new fire station site is less than 1.3 miles to every structure proposed on the HGV South site and the engine can respond within three minutes travel time. Further, requirements described in the FPP and design features in Table 1-2 of this EIR are intended to aid firefighting personnel and minimize the demand placed on the existing emergency service system.

HGV South can also be largely covered within an approximately five-minute travel time by existing Escondido Fire Station #6. Truck coverage from Escondido Station #1 is within eight-minutes travel time throughout the Project. These resources could be provided through automatic and mutual aid agreements, depending on the final configuration of the new fire station and the FAHJ.

Generally, in San Diego County each agency is responsible for structural fire protection and CAL FIRE typically provides wildland fire protection within their area of responsibility. Mutual aid agreements, however, enable non-lead fire agencies to respond to fire emergencies outside their district boundaries. In the Project area, fire agencies cooperate on a statewide master mutual aid agreement for wildland fires. There are voluntary mutual aid agreements in place with neighboring fire agencies (north zone agencies and San Diego City).

Police Protection

As described in the Project Specific Plan and noted in the Project Facility Availability Forms, the entire 111-acre HGV South site lies within San Diego County Sheriff's master beat number 367, which is serviced from the San Marcos Sheriff's Station located at 182 Santar Place in

San Marcos. This station is approximately 4.5 miles from the Project. Police protection services for the Proposed Project therefore would be provided through the San Diego County Sheriff's Department, under contract with the City of San Marcos. The station on Santar Place serves a population of more than 111,000 residents located in the station's service area of over 100 square miles (San Diego County Sheriff's Department 2015). The Sheriff's San Marcos Station provides law enforcement services to the City of San Marcos as well as the unincorporated communities surrounding the station including parts of Escondido, Harmony Grove, Elfin Forest, Lake San Marcos, Mountain Meadows and San Pasqual Valley.

Services are available 24 hours a day, seven days a week and include general patrol, traffic enforcement, criminal investigation, crime prevention, juvenile services, communication and dispatch and various management support services. Law enforcement services include Community Oriented Police and Problem Solving (COPPS) teams, traffic enforcement, criminal investigation, canine handlers, juvenile diversion, narcotics and gang investigations and crime prevention. In 2014, staffing at the San Marcos substation included 90 sworn officers, 10 non-sworn employees/professional staff, and 66 senior volunteers, or retired officers, as well as 5 "explorers," who can perform a limited variety of duties (such as event support) for the Sheriff's Department (Clark 2015: pers. comm.).

The County General Plan Safety Element's goals and policies focus on provision of comprehensive services at levels consistent with substantially similar areas of the County, and suggest that sheriff facilities should be located to best serve existing and planned development and the corresponding demand for services. A preference is noted for location of future sheriff facilities in commercial, industrial, or mixed-use areas unless other factors such as geography, proximity to demand, etc., would impact the practical provision of services.

The Sheriff's Department currently utilizes a four-level priority dispatch system. Call priorities are assigned from greatest urgency (Priority 1) through non-emergencies. Priority 1 calls include serious injury traffic collisions, "officer needs help" calls, and foot or vehicular pursuit. Examples of Priority 2 calls include injured persons, robbery in progress, bomb threats, carjacking, rape, and stolen vehicles. Priority 3 calls include assault, prowlers, disturbances, tampering with vehicles, and burglar alarms. Security checks, animal noise disturbances, traffic stops, harassing phone calls, illegal dumping, abandoned vehicles, and numerous other calls are included in Priority 4.

Average travel times for the San Marcos Station of the San Diego County Sheriff's Department to all unincorporated areas of the County (such as the area of the Proposed Project as well as areas more urban and more rural) through 2014 were: 7.9 minutes for Priority 1 calls, 21.5 minutes for Priority 2 calls, 29.9 minutes for Priority 3 calls and 65.2 minutes for Priority 4 calls.

Regulatory Setting

San Diego County Board of Supervisors Policy I-84. County Board of Supervisors Policy I-84 establishes procedures for using Project Facility Availability forms, and in certain cases, Project Facility Commitment forms, for the processing of major and minor subdivisions and certain other discretionary land use permits. The standardized procedural forms are used to: (1) obtain

information from special districts and other facility providers regarding facility availability for public sewer, water, school and fire services; (2) ensure that this information is reviewed by the appropriate decision-making body; and (3) provide data to the facility provider in order to determine what capital improvements are required to serve the Proposed Project.

Schools

Senate Bill 50/CA Government Code Section 65995. SB 50 was signed into law in 1998, imposing limitations on the power of cities and counties to require mitigation of school facilities' impacts as a condition of approving new development. It also authorizes school districts to levy statutory developer fees at a higher rate for residential development than previously allowed. SB 50 amended Government Code Section 65995(a) to provide that only those fees expressly authorized by law (Education Code Section 17620 or Government Code Sections 65970, et seq.) may be levied or imposed in connection with or made conditions of any legislative or adjudicative act by a local agency involving planning, use, or development of real property.

County of San Diego School Facilities Mitigation Ordinance (7966). This ordinance requires mitigation of school facilities impacts prior to legislative action on a project. "Legislative Action" for the purposes of this ordinance includes adoption of a Specific Plan; a General Plan Amendment, including a Community Plan Update; and/or adoption of a Rezone, etc. The ordinance requires execution of a binding agreement between an applicant and the affected school district prior to those legislative approvals. Such an agreement can consist of a statement by the affected district that fees routinely assessed at the building permit stage are sufficient to mitigate impacts, and that no agreement is necessary.

Fire Protection

California Code of Regulations Title 24, Part 2 and Part 9. Part 2 of Title 24 of the CCR refers to the California Building Code which contains complete regulations and general construction building standards of State adopting agencies, including administrative, fire and life safety and field inspection provisions. Part 2 is preassembled with the 2012 International Building Code with necessary California amendments. Part 9 refers to the California Fire Code, which contains fire safety-related building standards referenced in other parts of Title 24, and is described in Section 3.1.4 of this EIR under Regulatory Setting.

County of San Diego Consolidated Fire Code. The reader is referred to discussion of the Code in Section 3.1.4 of this EIR, under Regulatory Setting.

Safety Element of the 2011 County General Plan. The Safety Element states that for unincorporated "Village" areas and limited Semi-Rural Residential Areas, the maximum travel time for emergency response is five minutes for single-family uses (County 2011a).¹ Travel time for a fire suppression incident for the Project would be within three minutes with construction of the new Harmony Grove Fire Station. As noted above, currently, services already provided by this station include a three-person medic engine company, which includes a paramedic and a Type I fire engine.

¹ Total response time would add call processing and deployment time. Because these elements can be variable, they are not included in the standard.

Police Protection

There are not many regulations that specifically pertain to the issue of law enforcement facilities. The Law Enforcement Facilities Master Plan was prepared in 2005 by the San Diego County Sheriff's Department to guide facility decisions and development over the next 15 years. New or expanded facilities proposed under the County's jurisdictional authority are typically required to obtain a Site Plan or MUP. These permit types must comply with applicable regulations protecting environmental resources, such as the Zoning Ordinance, the County Noise Ordinance, the RPO, and the Watershed Protection Ordinance. In addition, any future facility development for San Diego County Sheriff's Department law enforcement services would be required to conduct environmental review pursuant to CEQA prior to approval.

3.1.9.2 Analysis of Project Effects and Determination as to Significance

Public Services

Guideline for the Determination of Significance

A significant impact to public services (schools, fire protection and police protection) would occur if the Proposed Project would:

1. Result in the need for altered or new governmental facilities in order to maintain acceptable service ratios, response times, or other performance service measures, the construction of which could cause significant environment effects.

Guideline Sources

The identified guideline for significance is based on Appendix G of the CEQA Guidelines and the Safety Element of the County General Plan, and is intended to ensure that adequate public services are available for local residents.

Analysis

Schools

The Proposed Project would generate new school-aged students. School districts use student generation rates to help estimate potential loading associated with new residential projects. Student generation rates used by EUSD and EUHSD are shown on Table 3.1.9-3, *Anticipated Numbers of New Students from the Project*. Applying these rates from EUSD and EUHSD and considering that the Proposed Project would include 453 single-family detached and attached units combined, the Project would generate approximately 54 new elementary school students, 19 new middle school students, and 64 new high school students, for a total of 137 students.

Based on cited enrollment figures and available capacity, Bernardo Elementary and Del Dios Middle Schools could have 240 and 260 seats available, respectively, to serve projected students; and the Project's projected 54 elementary and 19 middle school students can be accommodated. Based on projected future enrollment, however, EUSD anticipates that there will be

overcrowding at one or both of the elementary and junior/middle schools. The schools may require additional portable or permanent classrooms to serve Project students.

At buildout, the Project would generate 64 high school students. Based upon current enrollment and exceedance of capacity, San Pasqual High School may require additional portable or permanent classrooms to serve Project students. Based on the State standard loading of 27 students per secondary classroom, two to three classrooms could be needed.

Pursuant to Government Code Section 65995 and the California Education Code Section 17620, the Applicant would pay developer fees at the time building permits are issued; payment of the adopted fees would provide full and complete mitigation of school impacts. Additionally, as described above, the County has a School Facilities Mitigation Ordinance (7966), which requires completion of the binding agreement regarding mitigation of anticipated school facilities impacts prior to legislative action on the Project. This agreement would ensure that school services and adequate facilities would be available concurrent with the number of students generated by the Project. Impacts on school services, therefore, would be **less than significant**.

Fire Protection

Additional information on fire issues related to Project design (e.g., specific features related to roadway access, premises identification, gates, water supply, fire sprinklers, ignition-resistant construction, vegetation management, and fuel modification zones, etc.) is provided in Section 3.1.4. Details as to road widths and travel lanes are provided in Chapter 1.0, of this EIR, as well as the FPP for the Project. The discussion below focuses on the issue of fire department response time only.

As previously stated, the required travel time for Village areas and limited Semi-Rural Residential areas, per the Safety Element of the County General Plan, is five minutes or less. According to the FPP prepared for the Project (Dudek 2016; included as Appendix L of this EIR), the Project is well within the critical travel time. Travel time to the HGV South site for the first responding engine from the new station to the most remote area of the Project would be within three minutes. Secondary response would arrive within approximately five minutes from Escondido Station 6.

The FPP estimated that the Project would generate up to 115 emergency calls per year (0.3 call per day), most of which would be expected to be medical-related calls, consistent with typical emergency call statistics. These estimates are likely overly conservative due to the per capita call factors, which are based on an average of all demographics and sociological populations, including dense, urban areas which, on average, result in higher call volumes. A development like HGV South would typically include a demographic that results in fewer calls per capita. Populations associated with HGV and other surrounding neighborhoods would be expected to generate similar per capita call volumes. The station would not be considered a busy station until it averaged a call load of up to 7 to 10 calls per day. The Project's anticipated contribution of 0.3 call per day is considered minimal.

Additional Project features provided in the FPP that enhance Project fire protection include the following:

- **HGV South Annual Fire Operation Contribution.** The Project would contribute fair-share funding annually toward fire operations through participation in the CFD or similar developer agreement, and/or through fire assessments.
- **HGV South Automatic- And Mutual-Aid Agreements.** Automatic and mutual aid agreements with neighboring fire agencies would enable truck company response to the site's three and four story structures, if needed. Escondido's truck company (Station #1) is a calculated 7 minutes 52 seconds from the most remote portion of the Project.
- **Fire Flow Exceeds County Requirement.** Rincon MWD would provide water service for HGV South and requires that new developments must design the water system to deliver two simultaneous 2,500 gpm fire demands in the area of the Project. The water system would therefore be designed to deliver 5,000 gpm during fire demands.

The Project would be served by the fire station located within the developing HGV project. A temporary Harmony Grove Fire Station is currently operational and the permanent station should be operational by March 2019, which is currently planned to be staffed by RSFFPD (Appendix L and Huff 2017: pers. comm.). The new station will be less than 1.3 miles from the site, with an estimated travel time of less than three minutes to the most distant on-site structure. HGV South would receive very fast travel time from this fire station and could also be largely covered by approximately five-minute travel time from existing Escondido Fire Station #6. In addition, the Project would provide fire protective measures noted above and other measures discussed in the FPP and summarized in Section 3.1.4. As a result, the Project would not generate a significant direct impact to fire protection. Accordingly, potential Project impacts to fire protection services would be **less than significant**.

Police Protection

As previously stated, the nearest Sheriff's Department substation is located at 182 Santar Place in San Marcos, CA. Officers respond depending on such factors as type of call, call priority, previous calls pending, time of day, location of the responding squad car and amount of traffic. The average travel times for the San Marcos Station of the San Diego County Sheriff's Department to unincorporated areas of the County (such as the area of the Project) for 2014 ranged from approximately 7.9 minutes to 65.2 minutes, depending on the priority of the call.

The provision of sheriff department personnel is funded through the County's general fund, revenues for which come largely from property taxes. Service demand would be likely to increase with implementation of the Project, but it is anticipated that expanded police protection services would be funded, as necessary, from increased property taxes and other revenues to the County resulting from the Project. The law enforcement services information provided to the Project by the San Marcos Command states that physical facilities are adequate and that no new staff would be required to serve the Project (see Appendix O). As a result, the Project would not generate a significant direct impact to police protection. Accordingly, potential Project impacts to police protection services would be **less than significant**.

3.1.9.3 Cumulative Impact Analysis

Schools

Several cumulative development projects have been recently completed or are planned for development in the vicinity of the Proposed Project, as listed in Table 1-3 of this EIR. These future projects also include other types of development, such as a hospital facility, a light recycling processing facility, and offices. For the cumulative school analysis, only residential projects that would be served by the same schools as the Proposed Project are included. The significance guidelines used to evaluate Project-specific impacts, described above in Section 3.1.9.2, also are applicable here.

Based on the location and type of projects listed on Table 1-3, and shown on Figure 1-23 of this EIR, it appears that the cumulative projects that would be most likely to contribute to cumulative effects on the same schools at the Project would include HGV with 742 residences, the Valiano project with 326 residences, the Proposed Project with 453 residences (all in the County), and the Oak Creek project with 64 new residences (in the City of Escondido). Valiano would send elementary students to a different school (County 2015c). Those students are not further considered. For the purposes of this analysis, it is assumed that HGV, HGV South, and Oak Creek would send all their students to the same schools as the Proposed Project, and that Valiano would also contribute middle school and high school students to the same schools (see Table 3.1.9-4, *Anticipated Numbers of New Students from Cumulative Projects.*)

Overall, a total of 819 students of varying ages would be expected to be generated by the cumulative projects. Some of these students, such as the HGV students, are expected to already be accounted for in overall school counts due to prior Project approvals and ongoing buildout. Regardless, as described throughout this section, development projects are required to address student loading as they move forward through the approval process via development fees.

Specifically, the State Legislature provided authority for school districts to assess impact fees for both residential and nonresidential development projects. Those fees, as authorized under Education Code Section 17620(a) and Government Code Section 65995(b), are collected by municipalities at the time building permits are issued and conveyed to the affected school district in accordance with a defined fee structure. The Legislature has declared that the payment of those fees constitutes full mitigation for the impacts generated by new development.

Additionally, development within the County of San Diego is subject to the School Facilities Mitigation Ordinance (7966). The ordinance requires execution of a binding agreement between applicants and affected school districts prior to legislative approvals on any proposed projects. Projects in the County routinely are required to execute an agreement between the developer and the affected school districts in order to set forth the methodology for providing school services to students generated by the development. These agreements ensure that school services and adequate facilities become available concurrent with the number of students generated by each project. Cumulative impacts to area schools would be **less than significant**.

Fire Protection

Despite the generally low increase in the anticipated number of calls per year from the HGV South site and fire protective Project features detailed in the FPP (such as those related to fire sprinklers, fire-resistant construction, vegetation management, etc.), the Project would contribute to the cumulative impact on fire services, when considered with other anticipated projects within the primary response area.

Without additional resources over time, the cumulative impact may result in a situation where the response capabilities would erode and service levels decline. The Project's contributions to fire resources through building fees and ongoing fair share allocations, along with State fire fees, combined with the same contributions from future development in the area are expected to result in funding that would be used for enhancing response capabilities and at least maintaining the current standards for firefighting and emergency response (if not improving them in this area of the County where there is a known gap). The approved fire station that would be built in HGV requires additional funding to cover annual operating costs. The HGV South Project would provide fair-share funding to help close the financial gap that currently exists. It is anticipated that the approval of the Project would be conditioned on approval of a multi-jurisdictional agreement for equitable funding and operation of that new fire station. Over the long term, it is anticipated that fire response in the area will be improved from its current status and RSFFPD will be able to perform its mission into the future at levels consistent with the County Consolidated Fire Code and General Plan.

As noted above, Project-related development fees and property taxes would benefit RSFFPD. Paying these fees, meeting the design requirements, and implementing fire protective measures in the FPP would result in less than significant impacts to fire protection. In addition, the Project would provide a fair share contribution to funding the approved HGV Fire Station, which would ultimately result in an increase in service availability and a reduction in the travel times for fire service calls in the cumulative project area.

Development of other projects in the vicinity would be required to pay developer fees to their respective fire districts and property taxes to the County, and incorporate similar design measures to avoid significant fire service impacts. Compliance with County and State regulations ensure that impacts of cumulative Project development on fire protection **would be less than significant**.

Police Protection

It is anticipated that expanded police protection services would be funded from increased property taxes and other revenues to the County resulting from the Project, as well as from other cumulative developments in the area surrounding the Project site (that also would be served by the San Diego County Sheriff's Department or the San Marcos Sheriff's station) that have contributed or will contribute to the increased demands on police protection services. Accordingly, potential cumulative impacts to police protection would be **less than significant**.

3.1.9.4 Significance of Impacts

Based on the analysis above, the Project would have less than significant impacts for public service issues related to schools, fire protection, or police protection.

3.1.9.5 Conclusion

Development of HGV South is not expected to result in significant impacts to schools or fire and police protection services beyond the incremental impacts usually addressed through the payment of developer fees, taxes or service fees. These would reduce the proposed Project's impacts to below a level of significance because these requirements would ensure that the districts would have adequate funds to provide for upgraded facilities in accordance with their improvement plans in a timely manner, and allow for retention of emergency services provision at levels of service consistent with comparable areas in the County.

Table 3.1.9-1 ENROLLMENT AND CAPACITY OF SCHOOLS THAT WOULD SERVE THE PROJECT					
School District	School (Grade Range)	Distance from Project Site (miles)	Enrollment (number of students)	Capacity (number of students)	Available Capacity (number of students)
Escondido Union School District	Bernardo Elementary School	4.7	600	840	240
	Del Dios Middle School	2.9	850	1,110	260
Escondido Union High School District	San Pasqual High School	7.8	2,265	2,217	(48)

Sources:

Capacity – San Pasqual HS - 2014 EUHSD Residential Development School Fee Justification Study Prepared by Dolinka Group LLC, April 16, 2014, Exhibit A.

Bernardo ES - 2014 EUSD Residential Development School Fee Justification Study Prepared by Dolinka Group LLC, April 4, 2014, Exhibit B.

Del Dios MS - Personal Communication with Cecilia Fernandez. August 23, 2013.

Enrollment - California Department of Education Educational Demographics Unit, Enrollment by Grade 2013-14 school year. Web Retrieved March 6, 2015.

Distance - Google Maps; all distances measured from the intersection of Cordrey Lane & Cordrey Drive via Harmony Grove Road.

Table 3.1.9-2 SUMMARY OF RESPONDING FIRE STATIONS FOR THE PROJECT					
Station	Location	Equipment	Staffing	Maximum Travel Distance*	Travel Time**
New Harmony Grove Station	2604 Overlook Point Dr., Escondido, CA 92029	Type 1 Engine currently available. Full staffing	3 including a medic. Full staffing	1.28 miles	2 min 50 sec
Escondido FD Station 6	1735 Del Dios Hwy Escondido, CA 92029	Type 1 Engine Brush Engine Ambulance	15	2.76 miles	5 min 21 sec
Escondido FD Station 1	310 North Quince Escondido, CA 92029	Paramedic Engine Truck Company Brush Engine Ambulance	27	4.24 miles	7 min 52 sec

Table 3.1.9-2 (cont.) SUMMARY OF RESPONDING FIRE STATIONS FOR THE PROJECT					
Station	Location	Equipment	Staffing	Maximum Travel Distance*	Travel Time**
Elfin Forest/ Harmony Grove	20223 Elfin Forest Rd. Elfin Forest, CA 92029	2 type 1 Engines 2 Brush Engines BLS Ambulance	9	4.97 miles	9 min 6 sec

Source: Dudek 2016

* Distance measured to most remote portion of Project site.

** Assumes travel to the primary Project's furthest structure in the southeast, and application of the Insurance Services Office (ISO) formula, $T=0.65+1.7D$ (T = time and D = distance). The ISO response travel time formula discounts speed for intersections, vehicle deceleration and acceleration, and does not include turnout time.

TBD = To be determined by serving Fire Authority

Table 3.1.9-3 ANTICIPATED NUMBERS OF NEW STUDENTS FROM THE PROJECT				
Dwelling Type	Number of DUs	Education Level	Student Generation Rate (Students/DU)	Number of Students
Single-family Detached	193	Elementary School Grades K-5	0.1190	23
		Middle School Grades 6-8	0.0435	8
		High School Grades 9-12	0.1384	27
Single-family Attached	260	Elementary School Grades K-5	0.1196	31
		Middle School Grades 6-8	0.0433	11
		High School Grades 9-12	0.1429	37
TOTAL EUSD (GRADES K-8)				73
TOTAL EUHSD (GRADES 9-12)				64

Sources:

Dwelling Unit Assumptions. HGV South Specific Plan, 2017.

Student Generation Rates: 2014 Escondido Union School District School Facility Needs Analysis. Prepared by Dolinka Group LLC, March 44, 2014, pg. 7.

2014 Escondido Union High School District Residential Development School Fee Justification Study Prepared by Dolinka Group LLC, April 16, 2014, pg. 9.

Table 3.1.9-4 ANTICIPATED NUMBERS OF NEW STUDENTS FROM CUMULATIVE PROJECTS			
Number of DUs¹	Education Level	Projected Number of Cumulative Students w/o Project²	Projected Number of Cumulative Students w/Project³
1,259	Elementary School Grades K-5	261	315
1,585	Middle School Grades 6-8	168	187
1,585	High School Grades 9-12	253	317
TOTAL			819

Source/Assumptions:

¹ Dwelling unit numbers assume all residential units from HGV, HGV South and Oak Creek for K-5 and additionally assume all residential units from Valiano for 6-12.

² Valiano numbers taken from the 2015 Draft EIR (51 HS students, 31 MS students). HGV numbers taken from the 2007 certified EIR (253 ES students, 134 MS students, 193 HS students). Oak Creek numbers based on the multipliers shown on Table 3.1.9-3.

³ HGV South numbers taken from Table 3.1.9-3 have been added to column 2 numbers.

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