

# Hidden Meadows Community Sponsor Group

Covering the area bordered by Escondido, 1-15, Valley Center, & Circle R  
Meeting location: The Hidden Meadows Community Center, 10141 Meadow Glen Way, East  
**6 December 2007, at:7:30 PM**

## FINAL MINUTES

- 1) CALL TO ORDER: Robert Frey, Chair at 7:30 PM
- 2) QUORUM ESTABLISHED: Alter, Brick, Cook, Coultas, Frey, Matlock, and Sealey
- 3) PLEDGE OF ALLEGIANCE TO THE FLAG OF THE UNITED STATES OF AMERICA
- 4) Minutes of September 2007 approved unanimously.
- 5) ADMINISTRATIVE ITEMS/CORRESPONDENCE:
  - a) Nominating Committee: Alter recommended Sponsor Group nominees:  
Chairman Frey, Vice Chairman Cox, Secretary Coultas, Chair Frey approve unanimously

### 6) PUBLIC REVIEW / ACTION ITEMS:

Mountain Meadow Village Centre, Charles Yablon, Frey

Chuck gave an overview of project. Gas station was discussed

Welk Resort status report, Jon Fredericks, Cook

Cook discussed previous problems with the Canyon Villas project and stated that Welk has responded to all the problems. Fredrichs said they have reduced height and occupancy. Greenfield with Carter Burgess presented view of project. Reduced units from 240 to 177 Oaks will be relocated. Roof parapet will cover mechanical units. Voted to support project in theory.

STP07-041, Easy Turf Warehouse, Sealey

Sealey said that the DPLU wants biological impact study, building use statement, and archeological impact study. Sealey said that the county has not accepted the plan. Architect Frank McManus said that he has complied. Moved that we support the plan as revised on 9-20-07 with a concern about agricultural zoning designation. Approved unanimously.

P06-052, PO5-052, Storage Facility, Coultas

Revised plan approved unanimously, Brick abstained

TPM20794RPL2, Boyer lot, Frey

Move to table until we have a presentation from owner approved unanimously

7) INFORMATION ONLY ITEMS:

[Report to DPLU, Merriam Mountains Project, Frey](#)

Fry sent a summary letter to county (attached)

Parks Committee, Coultas

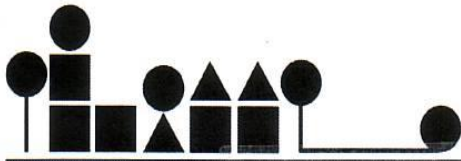
Assigned to get county policy f26. Park district lines for Valley center and Escondido for possible future meeting with the San Diego County Parks Dept.

GP2020 update, Frey

Frey attended forum with county said GP2020 plan will not be submitted to the board until at least 3 years for now.

8) OPEN FORUM: No participants

9) ADJOURNMENT: 9:34 PM



## HIDDEN MEADOWS COMMUNITY SPONSOR GROUP

11 October 2007

### **SUBJECT: Merriam Mountains Specific Plan, Draft Environmental Impact Report**

At its public meeting held on 27 September 2007, the Hidden Meadows Community Sponsor Group reviewed the Merriam Mountains Draft Environmental Impact Report (DEIR). Present were representatives of Stonegate Merriam, LLC, and members of the public.

The discussion was organized into three segments: Significant Environmental Effects Which Cannot Be Avoided If The Proposed Project Is Implemented; Significant Environmental Effects Of The Proposed Project Which Can Be Mitigated; and Environmental Effects Found Not to be Significant.

The following are the findings of our review:

#### **Significant Environmental Effects Which Cannot be Avoided If The Proposed Project Is Implemented**

2.1 Air Quality. One of the potential effects of increased respirable and fine particulates is silicosis. Further assessment of the risk of this disease is requested. Additionally, Health Risk Assessments should be determined for all particulates, including any that are airbourne during the construction phase, include both acute and chronic impacts on a cross section of populations in the community. These analyses should include impacts on children, adults, and seniors, and consider both healthy (actively engaging in strenuous activity, such as running), and individuals with pre-existing pulmonary conditions, such as asthma, restricted airways, and those using oxygen daily.

The Air Quality Technical Report, p.16 states "If a project has the potential to result in emissions of any TAC or HAP with result in a cancer risk of greater than 1 in 1 million without T-BACT, 10 in 1 million with T-BACT, or health hazard index of one or more, the project would be deemed to have potentially significant impact."

Of concern is a statement on p. 37 of the same document stating that "This [mitigation] measure will reduce emissions of criteria pollutants but would not reduce emissions below a level of significance." Page 38 continues with "Even with application of best management practices and emission reduction measures, emissions of criteria pollutants during construction exceed the significance thresholds." Again on page 53 "Despite implementation of these measures to reduce emissions associated with construction, the construction impacts would remain significant [on air quality]."

If any of our requested analyses reach these thresholds we request the project be declared unsafe, and not be permitted in the proposed configuration. The proponent would need to reconfigure the project to ensure that these findings in these analyses remained below the stated indices.

2.2 Transportation/Traffic. Increased traffic anticipated by this project represents one of the most significant impacts identified by our review. There continues to be concern relative to the capacity of Deer Springs Road

and the I-15 intersection to accommodate the anticipated traffic load created by this project even with the proposed mitigation. In addition, there was no analysis in the DEIR of the anticipated surge in traffic load in the event of an evacuation due to fire or other disaster.

An assessment of the need for a traffic light at the intersection on Champagne Boulevard and Lawrence Welk Drive is requested. Additional load on I-15 has encouraged drivers to circumvent traffic by using Champagne Boulevard making it dangerous for drivers to enter or exit to Champagne Village. This project would potentially increase the use of this route.

These are very important issues and we requested each and every component of the impact of traffic be thoroughly assessed against the GP2020 Circulation Element.

Attachment A is a written statement presented to the Sponsor Group by Thomas J. Francl.

2.4 Noise. We request any major noise-producing operations occur only from 8am- 6pm, Monday through Friday, and not 24-hours a day/7days a week.

### **Significant Environmental Effects Of The Proposed Project Which Can Be Mitigated**

3.3 Hazards and Hazardous Materials. A basic assumption of the fire protection and medical response plan is that emergency vehicles could reach the furthestmost locations of the project within a 5 minute response time. There is no definition of what defines response time; is it when the call first comes in, when the wheels begin to roll on the emergency vehicle, when the vehicle arrives at the emergency location, or when emergency personnel are deployed at the emergency site? Further, there were no data provided in the DEIR or its appendices which supported the anticipated 5 minute response time. Since there are relatively sever slopes and numerous turns in the development's circulation system, it's assumed emergency vehicles could not sustain a constant speed and, therefore, any study of response time should factor this into its analysis. The 5 minute response assumption is important because if the actual response time is significantly greater then a fire station would need to be built in the development.

There is no statement concerning an evacuation plan from the development. The potential surge in evacuation traffic could potentially overload roadways in the development as well as surrounding roads, especially the I-15 intersection when traffic from surrounding communities would be moving in the same direction.

### **Environmental Effects Found Not To Be Significant**

4.1.2 Utilities and Public Services. With the impending water cutbacks anticipated in San Diego, it seems naïve to assume that whatever the water needs are for a development of this magnitude they would be met.

For developments over 500 units the law requires the local water agency to certify adequate water availability for a period of 20 years. Local water agencies in San Diego County must get that certification from the San Diego County Water Authority and they, in turn, must get the certification from the Metropolitan Water District (MET). MET gets much of their supply from the State Water Project with water that comes through the Sacramento-San Joaquin Bay Delta.

On August 31, a federal judge in Fresno found that the pumps in the delta would have to be cut back to save an endangered fish, the Delta Smelt. A similar ruling is anticipated to protect the Salmon. MET has indicated that the cutbacks could slash Southern California's water by 30% next year.

It is almost certain that all water districts in the county will be ordering a cutback in agricultural water by 30 % starting in January 2008 at the direction of MET, and prospects for the future show no near term

improvements. It could get worse and industrial and residential cutbacks are also possible. Solutions to the delta problem could take years to implement.

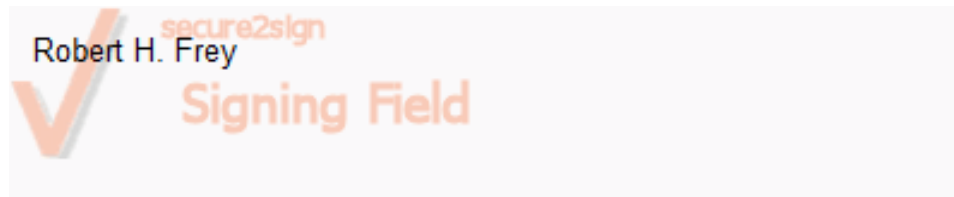
MET has, in the past, indicated they have an adequate 20-year supply of water. It is highly unlikely they will certify that supply currently. If not, this should limit large developments from being approved.

This should be a consideration in this DEIR.

We request a purple pipe infrastructure for the use of recycled water for landscape be created for this development, and that landscaping should be with drought tolerant species, with only a certain percentage of each property allowed to be high water-consuming plants, such as lawns. And in addition, the solar power on the 20% of homes mentioned should be provided as "plug and play", so that not only are the homes wired for solar, they are equipped and actively using the system.

Thank you for the opportunity to provide these comments.

Submitted by,



# **Attachment A**

## **Sponsor Group Comments, 9/27/07**

### **Merriam Mountains Project**

#### **Transportation/Traffic EIR**

This report deserves to be on the NY Times Bestseller List for Fiction because it is a study of how to make statistics say anything you want.

#### **Case in point**

In Table 2.2-14 on page 2.2-66, the report states that the Residential/Commercial/Industrial project will generate 35,526 ADTs. It goes on to state that only 2,341 of those trips will occur during the morning rush "hour" and only 3,537 will occur during the evening rush "hour". When do the other 83% occur? Given the law of average travel patterns, non rush hour trips will be in excess of 2,000.

The table also states that only 366 residents will be leaving the project during the morning rush hour. I find it hard to believe that less than 14% of the residents need to go to work or take their kids to school.

These estimates are drastically out of reason.

#### **Case in point**

Existing road conditions in the project area are currently rated at LOS-F & LOS-E. If you travel this area in the morning or evening rush, you can understand why this level of service is unacceptable.

It's been reported that the developer expects to spend \$30M to improve these roadways so that the roadways will improve to LOS-C or LOS-D after the project is completed. I suggest that this plan is unattainable even under the best of circumstances especially when you consider that the plan is based upon the erroneous estimates in Table 2.2-14 and the fact that the LOS averages do not take hourly volumes into consideration.

#### **Real issue**

What this transportation plan is lacking is an analysis of how those 2,700 property owners are going to get out of the project in the morning and how they'll get home in the evening. The plan should expect that EVERY dwelling will generate at least one if not two trips during these peak times given that the majority of households would have two income earners or kids in school.

Without boring you with the mathematics, during a morning rush of two hours in length, one should expect 5,400 trips out of the project. Add to that another thousand or two generated by the commercial areas. This amounts to 7,000 vehicles leaving the project via the project's two main exits which amounts to ONE PER SECOND over the two hour period!

It is physically impossible to move that many cars through two intersections that fast even if they were all driven by Mario Andretti clones. It takes the average driver at least double or triple that amount of time.

That means that even on a good day, only half or a third of these commuters can get through the intersections quickly. Further complicating this formula is the fact that these 7,000 commuters do not have the road to themselves. Opposing traffic on Deer Springs Rd. currently generates 4,000 vehicles during this two hour windows according to this plan. This existing traffic load is afforded 45 seconds out of each minute by the traffic lights. When these two opposing forces collide at the project's exits, imagine the chaos. Project traffic demand added to existing demand results in a need to squeeze 180 seconds out of every minute. I've estimated that at the end of this two hour AM rush period, there will still be 3,000 cars in line waiting to get out of the project. Where's Sir Issac Newton when you need him?

I won't even provide an analysis of the evening rush but it looks to me like a two mile back up at the Deer Springs exit.

### **Two solutions**

1. Limit the project size to the limits demanded by the laws of physics. That size calculates out at 500 residences without a commercial area.
2. Construct a dedicated freeway interchange for the project one mile north of Deer Springs Rd. Dedicated ramps with no opposing traffic can handle these expected traffic volumes.

Submitted by,

Thomas J. Francl