

# 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

July 27, 2006

## FINAL MINUTES

- 1) **CALL TO ORDER:** Robert Frey, Chair 7:00 PM
- 2) **ROLL CALL:** Quorum established: Alter, Brey, Coultas, Cox, Frey, Matlock and Seeley.
- 3) **PLEDGE OF ALLEGIANCE TO THE FLAG OF THE UNITED STATES OF AMERICA**
- 4) **MINUTES**
  - a) Minutes of [25 May 2006](#) approved unanimously with one change: Andy Washburn is not the Chair of the VC sponsor Group, but a regular member.
- 5) **ADMINISTRATIVE ITEMS/CORRESPONDENCE:**

Frey received a package of the next version of the Canyon Villas time shares at Welk from the DPLU, which he passed on to Matlock for review.
- 6) **PUBLIC REVIEW / ACTION ITEMS:**
  - a) Parks and Recreation Presentation – William Saumier, SD County Parks and Recreation. Saumier explained the source of funds for parks as from new construction only and is used for the local community only. Funds are slated for active recreation. Hidden Meadows builders presently pay an \$800 fee for each new home. Frey proposed that we have a community meeting to discover what type of park the community wants. Saumier said that when we can identify a park, a specific property and type, we can expect support from grant matches and donations, in addition to available County park funds. Frey said it is a several step process; first identify our funds in the Valley center fund and transfer it into the Escondido fund so we can compete for the funds successfully. Saumier said that we need to form an identifiable Parks and Recreation Group. Frey concluded that we need to identify a property for a park promptly. Frey asked that we discuss the structure for a parks committee at our next meeting, so he suggested we place the subject on our next agenda. Seeley moved to raise the parks fees for new homes not to exceed \$4800 with a recommendation to review increases on a yearly basis. Approved unanimously.
  - b) [GP2020 Road Network Planning](#) – Frey  
Frey said that our recommendations for road improvements were not followed for Mirar De Valle and a new Betsworth connection to Mountain Meadow Road, and their inclusion would result in a Level of Service of "F" so he proposed the attached presentation for the Planning Commission meeting July 28,2006. Approved unanimously
- 7) **INFORMATION ONLY ITEMS:**
  - a) Centre City Village – Coultas  
Coultas explained that the Centre City Village was an incomplete plan of a small neighborhood shopping center. Included are a market, drug store and a gas station.
  - b) Merriam Mountains Project – Cox  
Cox reviewed the site with Frey and mentioned the main concerns of traffic and fire prevention. Joe Perrin offered a tour. Cox noted that a majority of the homes will be in a saddle and not visible from below or from the I-15 freeway.
- 8) **OPEN FORUM:** No open forum items
- 9) **ADJOURNMENT :** 9:04 PM

**RESPONSE TO THE PLANNING COMMISSION FROM THE HIDDEN  
MEADOWS COMMUNITY SPONSOR GROUP ON THE GP2020  
PLANNING REPORT ON PROPOSED CHANGES TO THE  
CIRCULATION ELEMENT NETWORK AND FRAMEWORK  
28 July 2006**

My name is Robert Frey, my address is 9885 North View Court, Escondido, and I chair the Hidden Meadows Community Sponsor Group.

On behalf of the Hidden Meadows Community Sponsor Group I submit the following comments on the GP2020 Planning Report on Proposed Changes to the Circulation Element Network and Framework as it relates to the recommended connectors between Valley Center and the I-15:

1. We recognize the importance to the Valley Center community for a better road network connecting it to regional arterials, especially the I-15.
2. We were initially hesitant to accept the original DPLU proposal to build SC 990 connecting Valley Center to the I-15 by extending two lanes from the existing Mirar de Valle Road to Mountain Meadow Road via Hidden Meadows Road and then to the intersection with the I-15. Our concern was based on the increased traffic created in our community (estimated at 17,900 ADT). Upon further discussion, we thought this suggestion would be acceptable if the Mountain Meadow/Deer Springs interchange with the I-15 were reconstructed to accommodate this increased traffic. I would add that even with current road conditions, this intersection with the I-15 is already over capacity in the morning and evening as drivers use this interchange as a shortcut to SR-78. We were also informed a two-lane SC 990 was consistent with the preference of the Valley Center Planning Group.
3. We were unpleasantly surprised to find in the DPLU staff recommendations that in addition to the Mirar de Valle connection also is recommended a two-lane connector from Betsworth Road. This second connector dumps an additional 21,300 ADT on Mountain Meadow Road. These two connectors would result in downgrading Mountain Meadow Road to a LOS of F. This Betsworth connection was never presented to our Sponsor Group for comment and with the many hours we devoted to working with DPLU staff on this project we were both perplexed and disappointed to find this recommendation in their report.
4. The proposal from DPLU that suggests a decrease in commercial zoning in the Hidden Meadows area along Centre City Parkway would reduce traffic volume is superfluous since the new traffic would originate from Valley Center and not from any commercial enterprise in the Hidden Meadow community.

The Hidden Meadows Community Sponsor Group does not find “failure to be an option”. If this plan were to be accepted we anticipate the following consequences:

1. The congestion at the intersection of the I-15 and Mountain Meadow Road would result in a very dangerous condition. This danger would result from the inevitable stacking of cars on Mountain Meadow Road heading west due to the already over-loaded traffic at the I-15 interchange and the large number of stop lights current and proposed in a very short distance. For example, there will soon be two stop lights within 75 feet of each other (which are currently uncoordinated since one is county and one is Caltrans) for any vehicle heading north on the I-15; for any vehicle heading south on the I-15 there will soon be three stop lights (again, uncoordinated) within 275 feet; there will soon be four stop lights within 320 feet for vehicles heading into San Marcos on Deer Springs Road; and, if the Merriam Mountains project were approved there would be a total of six stop lights within about a quarter mile for those heading to either San Marcos or to SR-78. The stacking of cars on Mountain Meadow Road waiting to traverse this very congested intersection would create a significant danger due to the 50 MPH speed zone, the number of side streets that load on to this road, and the several curves that limit visibility.
2. There was no reference in the staff proposal that spoke to the impact that noise would have on the residences along Hidden Meadows and Mountain Meadow Roads with the anticipated huge increase in traffic volume.
3. Mountain Meadow Road is the only major emergency evacuation route from Hidden Meadows with its over 1700 homes and several thousand residents. In this very fire-prone community, the ability to evacuate quickly is critical to saving lives and with the dramatically increased volume of traffic from Valley Center our safety is at risk. The Paradise Mountain fire of three years ago and the fire off Old Castle Road of just three weeks ago remind us of the need for possible rapid evacuation.

Again recognizing the need to alleviate the difficulty faced by the Valley Center community and the consequences on the Hidden Meadows community of any actions that impact on Mountain Meadow Road, we recommend the following actions be directed to DPLU staff:

1. Eliminate the Betsworth Road connection to Mountain Meadow Road via Hidden Meadow Road.
2. Maintain the Mirar de Valle connection as two-lanes.
3. Recommend to CalTrans a new I-15 intersection be constructed either north of the Mountain Meadow/Deer Springs exit in the Nelson Way area or south of the exit in the vicinity of the Centre City Parkway existing exit-only interchange. The Mountain Meadow Road/Deer Springs interchange on the I-15 is the only one for approximately the nine miles between the El Norte exit and the Gopher Canyon exit. The construction of a new interchange is the fundamental solution to this traffic problem in North County Metro. Funding commitment to build such a new interchange should be in place before any connector roads are built.

In conclusion, please don't create a problem for the Hidden Meadows community in an attempt to solve a problem in Valley Center. The proposed solution from DPLU staff doesn't solve the problem for Valley Center, but only moves it to Hidden Meadows where all our vehicles will be stranded in long and dangerous lines at the I-15.