
Appendix A

Notice of Preparation and Public Scoping Comments



NOTICE OF PREPARATION

City of Oceanside, California

To: Office of Planning and Research
Responsible and Trustee Agencies
Other Interested Parties

Subject: Notice of Preparation of an Environmental Impact Report (EIR)

Project: Guajome Crest Project (APN 157-412-15-00) located at 2839 Guajome Lake Road in the City of Oceanside. Tentative Map (T22-00004), Development Plan (D22-00009), Request for Density Bonus (DB22-00005)

Lead Agency: City of Oceanside

Date: November 2, 2022

Pursuant to Section 15082(a) of the California Environmental Quality Act (1970), the City of Oceanside will be the lead agency and will require preparation of an environmental impact report for the project described below. Consistent with your agency's statutory authority, the City requests input regarding the scope and content of the EIR. The City has concluded that the project could result in potentially significant environmental impacts and therefore an EIR is required. The project description and location are included herein.

Pursuant to Section 15103 of the CEQA Guidelines, response must be sent at the earliest date and received by our agency no later than thirty (30) days after receipt of this notice. Should you have any questions regarding the project or notice of preparation, please call Rob Dmohowski, Principal Planner, at (760) 435-3563. Please mail your written response by December 1, 2022 to:

Development Services Department
Attn: Rob Dmohowski, Principal Planner
300 N. Coast Hwy.
Oceanside, California 92057
Fax: (760) 435-2958
E-Mail: rdmohowski@oceansideca.org

City/County Location: City of Oceanside, County of San Diego

Applicant: Rincon Homes

Project Location: The approximately 16.78-acre project site is located directly north of Guajome Lake Road and to the east of Albright Street, in the eastern section of the City

of Oceanside, California (APN 157-412-15) (Figure 1, Project Location). Residential development is present to the north, northwest, and east of the site. Across Guajome Lake Road to the south is Guajome Regional Park, which separates the project site from additional single-family residential development. Highway 76 is located approximately 0.5-mile north of the project site and Guajome Lake is located approximately 0.5-mile northwest of the project site within Guajome Regional Park.

Project Description: The proposed project would involve a request for approval of a Development Plan, Tentative Map, and Density Bonus to allow for the construction of 83 single-family homes on approximately 12.45 acres of the 16.78-acre project site (Figure 2, Site Plan). The project would also include approximately 34,391 square feet of private recreational and amenity area within the development. The project is subject to State Density Bonus Law (Government Code Section 65915) and local Density Bonus provisions (Section 3032 of the Zoning Ordinance).

The General Plan designation for the project site is Single Family Detached Residential (SFD-R) with a zoning designation of Single-Family Residential - Scenic Park Overlay zone and Equestrian Overlay zone (RS-SP-EQ).

Four (4) of the proposed 83 single-family homes (5 percent of the total) would be designated as deed-restricted affordable housing. The remaining 79 homes would be sold at market rate. The proposed affordable homes would be distributed evenly throughout the community. In order to accommodate the project as allowed under Density Bonus Law, the project cannot physically comply with all of the development standards that apply to standard single-family residential projects. Based on the proposed design to accommodate Density Bonus units, the project anticipates seeking waivers of development standards, including reduction of lot sizes, equestrian development standards removed, reduction or redistribution of setbacks, reduction of open space/landscape minimums, increased floor area ratio (FAR) per lot, and retaining wall heights.

The average proposed lot sizes would be approximately 3,200 square feet with homes ranging in size from 1,850 to 2,250 square feet. Primary access to the project site would be from Guajome Lake Road, which would be improved as part of the project. Guajome Lake Road would be improved the length of the property frontage, connecting to Albright Street. Road improvements would include 40-foot curb to curb improvements including a 5.5-foot parkway and a 4.5-foot sidewalk. The internal private road would be 28 – 32 feet wide with 5-foot sidewalks. Each proposed home would include a 2-car garage, and a private driveway that would allow for additional parking of 2 more cars.

All homes would be developed on the southern portion of the project site which has been previously disturbed and graded. The project may be required to clear part or all of the Coastal Sage Scrub to provide a fuel modification zone for fire requirements. This will be addressed in the EIR. The project would avoid the northernmost portion of the project site along the riparian corridor, preserving approximately 3.77 acres of the 16.78-acre project site as open space. In existing conditions, the project site is mostly vacant and previously

disturbed, with one existing residential house in the northern portion of the property.

Potential Environmental Effects: Pursuant to CEQA Section 15060(d) of the CEQA Guidelines, the project may potentially result in significant impacts related to: Aesthetics, Air Quality, Biological Resources, Cultural Resources, Energy, Geology/Soils, Greenhouse Gas Emissions, Hydrology/Water Quality, Noise, Public Services, Transportation, Tribal Cultural Resources, Utilities/Service Systems, and Wildfire. An EIR will be prepared to evaluate the proposed project's potential impacts on the environment, outline mitigation measures, and analyze potential project alternatives.

PUBLIC SCOPING MEETING

The City of Oceanside will hold a public scoping meeting to obtain information regarding the content and scope of the Draft Environmental Impact Report (DEIR). This scoping meeting will take place at **6:00 p.m. on Tuesday November 15, 2022, at the El Corazon Senior Center, located at 3302 Senior Center Drive, Oceanside, CA 92056**. The scoping meeting format will consist of a brief project presentation, followed by a public comment period, and open forum with city staff and applicant representatives. All public agencies, organizations and interested parties are encouraged to attend and participate in this meeting.

Entitlement application materials for this project have been submitted to the City and are currently being reviewed by staff and are available for public review either at the City or on the City's eTRAKIT website (<https://crw.cityofoceaside.com/etrakit3/>) under project number **T22-00004**.

Signature:

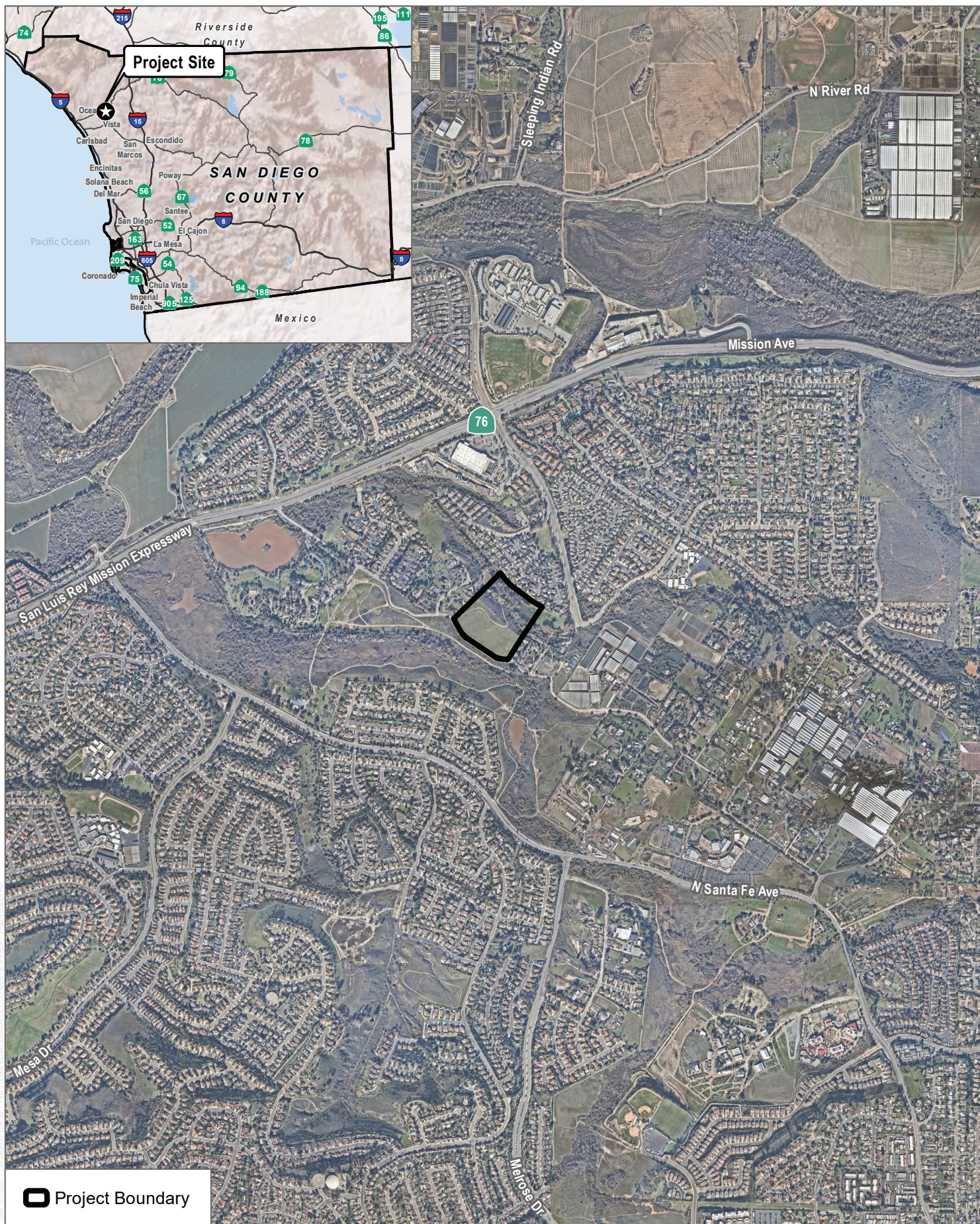
Robert Dmohowski

Digitally signed by Robert Dmohowski
DN: E=RDmohowski@oceasideca.org,
CN=Robert Dmohowski, OU=Planning,
OU=Development Services, DC=oceanside-nt,
DC=ocean, DC=local
Date: 2022.11.01 17:10:22-07'00'

Rob Dmohowski, Principal Planner

Date: November 2, 2022

Attachments: Figure 1, Project Location
Figure 2, Site Plan



SOURCE: SANGIS 2019, Open Street Maps 2019

FIGURE 1
Project Location
 Guajome Crest Project



SOURCE: SANGIS 2019, Open Streets Map 2019

Guajome Crest Residential Development Project
Public Comments on Notice of Preparation

#	Comment Letter Cite	Comments / Concerns	Considered in EIR or Planning Documents	Applicable EIR Section	Date Dated or Received
State Agencies					
1	Caltrans	It is recommended to provide VMT/TIS, alternative transportation means, GHG emission reduction, and compatibility with surrounding land uses/development.	Yes	Traffic and Transportation	November 30, 2022
2	California Department of Fish and Wildlife (CDFW)	CDFW recommends measures to mitigate project impacts on biological resources, and provides comments related to the project setting, Focused Planning Area, fuel modification, direct and indirect biological Impacts, cumulative impacts, sensitive bird species (Coastal California Gnatcatcher and Least Bell's Vireo), biological baseline assessment, lake and streambed, and compensatory mitigation.	Yes	Biological Resources; Alternatives	December 8, 2022
Local Agencies					
1	County of San Diego Department of Environmental Health and Quality, Vector Control Program (VCP)	The VCP requests that the Environmental Impact Report addresses and minimizes potential mosquito breeding sources created by the project. Measures to prevent standing water from grading activities, vehicle tires, excavation, drains, BMPs, stormwater capture systems, and other structures should be taken as they can support mosquito breeding. If habitat remediation is necessary, guidelines for preventing mosquito habitat creation should be followed.	Yes	Biological Resources; Hydrology	November 8, 2022
Individuals					
1	Margaret Ogiela	The comment provides general concerns about density increasing and impacting the rural lifestyle, traffic impacts resulting specifically from paved roads, a possible obstruction of the view of the park and sunsets, lighting and parking availability along Guajome Lake Road, fire safety, and egress.	Yes	Population/Housing, Traffic and Transportation, Aesthetics, Wildfire	November 17, 2022
2	Rachel Britts	The comment states general concerns about unsafe road conditions due to people utilizing the road as a shortcut to Highway 76, partial paving of the road versus full paving of the road, and safe pedestrian access.	Yes	Traffic and Transportation	November 17, 2022
3	Robert Giacobassi	The comment states general concerns about land use consistency in the area matching with the existing rural development, traffic congestion, landscaping, solar and electric car receptacles, and the increase in density.	Yes	Land Use, Traffic and Transportation, Population/Housing,	November 21, 2022
4	Bob and Mary Rourke	The comment states general concerns about traffic and transportation, safety due to an increase in traffic caused by the increase in density, and environmental concerns such as noise and biological resources such as protected species within the area.	Yes	Traffic and Transportation, Population/Housing, Biological Resources, Noise	December 1, 2022
5	Alison Urbach	The comment states general concerns about high-density housing, traffic, environmental/wildlife concerns such as chemical runoff and seepage, sensitive habitats, and air quality.	Yes	Air Quality, Population/Housing, Traffic and Transportation, Biological Resources, Hazards and Hazardous Materials	December 1, 2022

#	Comment Letter Cite	Comments / Concerns	Considered in EIR or Planning Documents	Applicable EIR Section	Date Dated or Received
6	James Betz	The comment states general concerns about traffic and transportation, safety concerns due to increased traffic and density, and environmental concerns such as the noise and the effect on sensitive habitats due to water runoff, increased noise, increased traffic, and road expansion.	Yes	Traffic and Transportation, Population/Housing, Noise, Biological Resources Hydrology and Water Quality	December 5, 2022

California Department of Transportation

DISTRICT 11
4050 TAYLOR STREET, MS-240
SAN DIEGO, CA 92110
(619) 709-5152 | FAX (619) 688-4299 TTY 711
www.dot.ca.gov



November 30, 2022

11-SD-76

PM 7.183

Guajome Crest Project
NOP/SCH#2022110028

Mr. Robert Dmohowski
Principal Planner
City of Oceanside
300 N. Coast Highway
Oceanside, CA 92057

Dear Mr. Dmohowski:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Notice of Preparation for the Draft Environmental Impact Report (NOP) for the Guajome Crest Project located near State Route 76 (SR-76). The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. The Local Development Review (LDR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities.

Safety is one of Caltrans' strategic goals. Caltrans strives to make the year 2050 the first year without a single death or serious injury on California's roads. We are striving for more equitable outcomes for the transportation network's diverse users. To achieve these ambitious goals, we will pursue meaningful collaboration with our partners. We encourage the implementation of new technologies, innovations, and best practices that will enhance the safety on the transportation network. These pursuits are both ambitious and urgent, and their accomplishment involves a focused departure from the status quo as we continue to institutionalize safety in all our work.

Caltrans is committed to prioritizing projects that are equitable and provide meaningful benefits to historically underserved communities, to ultimately improve transportation accessibility and quality of life for people in the communities we serve.

We look forward to working with the City of Oceanside in areas where the City and Caltrans have joint jurisdiction to improve the transportation network and connections

between various modes of travel, with the goal of improving the experience of those who use the transportation system.

Caltrans has the following comments:

Traffic Impact Study

- A Vehicle Miles of Travel (VMT) based Traffic Impact Study (TIS) should be provided for this project. Please use the Governor's Office of Planning and Research Guidance to identify VMT related impacts.¹
- The TIS may also need to identify the proposed project's near-term and long-term safety or operational issues, on or adjacent to any existing or proposed State facilities.

Complete Streets and Mobility Network

Caltrans views all transportation improvements as opportunities to improve safety, access and mobility for all travelers in California and recognizes bicycle, pedestrian and transit modes as integral elements of the transportation network. Caltrans supports improved transit accommodation through the provision of Park and Ride facilities, improved bicycle and pedestrian access and safety improvements, signal prioritization for transit, bus on shoulders, ramp improvements, or other enhancements that promotes a complete and integrated transportation network. Early coordination with Caltrans, in locations that may affect both Caltrans and the City of Oceanside is encouraged.

To reduce greenhouse gas emissions and achieve California's Climate Change target, Caltrans is implementing Complete Streets and Climate Change policies into State Highway Operations and Protection Program (SHOPP) projects to meet multi-modal mobility needs. Caltrans looks forward to working with the City to evaluate potential Complete Streets projects.

Maintaining bicycle, pedestrian, and public transit access during construction is important. Mitigation to maintain bicycle, pedestrian, and public transit access during construction is in accordance with Caltrans' goals and policies.

¹ California Governor's Office of Planning and Research (OPR) 2018. "Technical Advisory on Evaluating Transportation Impacts in CEQA." https://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf

Land Use and Smart Growth

Caltrans recognizes there is a strong link between transportation and land use. Development can have a significant impact on traffic and congestion on State transportation facilities. In particular, the pattern of land use can affect both local vehicle miles traveled and the number of trips. Caltrans supports collaboration with local agencies to work towards a safe, functional, interconnected, multi-modal transportation network integrated through applicable “smart growth” type land use planning and policies.

The City should continue to coordinate with Caltrans to implement necessary improvements at intersections and interchanges where the agencies have joint jurisdiction.

Environmental

Caltrans welcomes the opportunity to be a Responsible Agency under the California Environmental Quality Act (CEQA), as we have some discretionary authority of a portion of the project that is in Caltrans' R/W through the form of an encroachment permit process. We look forward to the coordination of our efforts to ensure that Caltrans can adopt the alternative and/or mitigation measure for our R/W. We would appreciate meeting with you to discuss the elements of the EIR that Caltrans will use for our subsequent environmental compliance.

An encroachment permit will be required for any work within the Caltrans' R/W prior to construction. As part of the encroachment permit process, the applicant must provide approved final environmental documents for this project, corresponding technical studies, and necessary regulatory and resource agency permits. Specifically, CEQA determination or exemption. The supporting documents must address all environmental impacts within the Caltrans' R/W and address any impacts from avoidance and/or mitigation measures.

We recommend that this project specifically identifies and assesses potential impacts caused by the project or impacts from mitigation efforts that occur within Caltrans' R/W that includes impacts to the natural environment, infrastructure including but not limited to highways, roadways, structures, intelligent transportation systems elements, on-ramps and off-ramps, and appurtenant features including but not limited to lighting, signage, drainage, guardrail, slopes and landscaping. Caltrans is interested in any additional mitigation measures identified for the project's draft Environmental Document.

Broadband

Caltrans recognizes that teleworking and remote learning lessen the impacts of traffic on our roadways and surrounding communities. This reduces the amount of VMT and decreases the amount of greenhouse gas (GHG) emissions and other pollutants. The availability of affordable and reliable, high-speed broadband is a key component in supporting travel demand management and reaching the state's transportation and climate action goals.

Right-of-Way

- Per Business and Profession Code 8771, perpetuation of survey monuments by a licensed land surveyor is required, if they are being destroyed by any construction.
- Any work performed within Caltrans' R/W will require discretionary review and approval by Caltrans and an encroachment permit will be required for any work within the Caltrans' R/W prior to construction.

Additional information regarding encroachment permits may be obtained by contacting the Caltrans Permits Office at (619) 688-6158 or emailing D11.Permits@dot.ca.gov or by visiting the website at <https://dot.ca.gov/programs/traffic-operations/ep>. Early coordination with Caltrans is strongly advised for all encroachment permits.

If you have any questions or concerns, please contact Kimberly Dodson, LDR Coordinator, at (619) 985-1587 or by e-mail sent to Kimberly.Dodson@dot.ca.gov.

Sincerely,

Maurice A. Eaton

MAURICE EATON
Branch Chief
Local Development Review



State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
South Coast Region
3883 Ruffin Road
San Diego, CA 92123
(858) 467-4201
www.wildlife.ca.gov

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director



December 8, 2022

Robert Dmohowski
Principal Planner
City of Oceanside
300 N. Coast Highway
Oceanside, CA 92057
RDmohowski@oceansideca.org

Subject: Guajome Crest Project, Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR), SCH #2022110028

Dear Mr. Dmohowski:

The California Department of Fish and Wildlife (CDFW) received a Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) from the City of Oceanside (City) for the Guajome Crest Project (Project) pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines.¹

Thank you for the opportunity to provide comments and recommendations regarding the activities involved in the Guajome Crest Project that may affect California fish and wildlife. Likewise, we appreciate the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under the Fish and Game Code.

CDFW Role

CDFW is California's Trustee Agency for fish and wildlife resources and holds those resources in trust by statute for all the people of the State [Fish & G. Code, §§ 711.7, subdivision (a) & 1802; Pub. Resources Code, § 21070; CEQA Guidelines, § 15386, subdivision (a)]. CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species (Id., § 1802). Similarly, for purposes of CEQA, CDFW is charged by law to provide, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect state fish and wildlife resources.

CDFW is also submitting comments as a Responsible Agency under CEQA (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381). CDFW expects that it may need to exercise regulatory authority as provided by the Fish and Game Code, including lake and streambed alteration regulatory authority (Fish & G. Code, § 1600 et seq.). Likewise, to the extent implementation of the Project as proposed may result in "take" (see Fish & G. Code, § 2050) of

¹ CEQA is codified in the California Public Resources Code in section 21000 et seq. The "CEQA Guidelines" are found in Title 14 of the California Code of Regulations, commencing with section 15000.

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any species protected under the California Endangered Species Act (CESA; Fish & G. Code, § 2050 et seq.) or the Native Plant Protection Act (NPPA; Fish & G. Code, §1900 et seq.), CDFW recommends the Project proponent obtain appropriate authorization under the Fish and Game Code.

CDFW also administers the Natural Community Conservation Planning (NCCP) program, a California regional habitat conservation planning program. The City of Oceanside has participated in the NCCP program by preparing a draft Subarea Plan (SAP) under the North County Subregional Multiple Habitat Conservation Program (MHCP). However, the Oceanside SAP has not been finalized and has not been adopted by the City or received permits from the Wildlife Agencies (jointly, CDFW and the U.S. Fish and Wildlife Service (USFWS)).

PROJECT DESCRIPTION SUMMARY

Proponent: City of Oceanside

Objective: The proposed Project would involve a request for approval of a Development Plan, Tentative Map, and Density Bonus to allow for the construction of 83 single-family homes. The proposed Project would develop the homes across 12.45 acres of the 16.78-acre Project site. The primary access to the Project site would be from Guajome Lake Road, which would be improved as part of the Project plans. Road improvements would include 40-foot curb to curb improvements including a 5.5-foot parkway and a 4.5-foot sidewalk. The internal private road would be 28-32 feet wide with 5-foot sidewalks. The Project would be required “to clear part or all the coastal sage scrub to accommodate fuel modification zone for fire requirements”. The Project would avoid the northernmost portion of the site along the riparian corridor, preserving 3.77 acres of riparian habitat as open space.

Location: The Project site is located north of Guajome Lake Road and east of Albright Street, in the City of Oceanside, California. Residential development is present to the north, northwest, and east of the site. South of the site is Guajome Regional Park which includes Guajome Lake and several trails that go through the park for recreational use. Highway 76 is a half mile north of the project site.

COMMENTS AND RECOMMENDATIONS

CDFW offers the following comments and recommendations to assist the City in identifying and/or mitigating Project impacts on biological resources and to ensure regional conservation objectives in the MHCP and draft Oceanside SAP would not be eliminated by implementation of the Project.

Specific Comments

- 1) Project Setting. The southern portion of the site, where the homes would be developed, is described as disturbed habitat. According to the SAP Figure 3-2 Updated Vegetation Communities, this portion of the site was originally mapped as grassland. The northern portion of the site has coastal sage scrub (CSS) and riparian habitat. The northeastern

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portion of the site was delineated within a Focused Planning Area (FPA) recognized in the Northwestern San Diego County MHCP (2003), which is a regional planning document intended to adequately conserve, individually and cumulatively, the most important biological habitat areas in the north San Diego County cities (i.e., Oceanside, Carlsbad, Encinitas, Vista, San Marcos, Solana Beach, and Escondido). The MHCP FPAs are core areas of essential habitat, locations of listed or otherwise highly sensitive species populations, buffers to those species/habitats, and connections to maintain viability of potentially fragmented populations across northern San Diego County.

- 2) Focused Planning Area (FPA). The Project site is partially within a Focused Planning Area (FPA) recognized in the Northwestern San Diego County Subregional MHCP and the draft Oceanside SAP. The FPAs were designed to conserve as much of the Biological Core and Linkage Area (BCLA) as possible, minimize preserve fragmentation, maximize use of existing public lands and open space, and maintain private property rights and economic viability (MHCP Executive Summary 2003). Within the plan, hardline areas are specifically delineated with identified limits of development along with the corresponding onsite areas for conservation. This contrasts with areas of FPA called out as softline areas that are allowed a certain percentage of development but which lack a specific direction as to the portions of the property to be developed/conserved. The Guajome Crest property was identified as a hardline site, meaning that the areas for conservation are particularly important biologically to the regional conservation strategy. Because of the biological importance of the identified hardline conservation area, CDFW recommends that this portion of the property not be subject to development or any fuel modification required by the development.
- 3) Fuel Modification. The draft SAP states that fuel modification activities shall not occur within the 100-ft biological buffer from the San Luis Rey and the 100-ft buffer (50-foot biological buffer and 50-foot planning buffer) that is established for upland habitats, beginning at the outer edge of riparian vegetation along tributaries and creeks (City of Oceanside SAP Section 5-15). Project activities include fuel modification within the Project boundary that could impact the CSS and the riparian vegetation. The DEIR should include information as to how the Project or adjacent land may be affected by fuel modification requirements. Fuel modification should not adversely impact resources in the adjacent areas or mitigation lands. A discussion of any fuel modification requirements for this Project should be included in the DEIR to allow CDFW to assess potential impacts to biological resources. CDFW recommends all fuel modification requirements be met on the Project, and not in mitigation lands or habitat adjacent to the Project. Habitat being subjected to fuel modification (e.g., thinning, trimming, removal of mulch layer) should be considered an impact to these vegetation communities and mitigated accordingly. CDFW also recommends any irrigation proposed in fuel modification zones drain back into the development and away from natural habitat areas because perennial sources of water may have negative impacts such as the introduction of invasive Argentine ants.
- 4) Biological Direct, Indirect, and Cumulative Impacts. Due to the proximity of the Project site to the San Luis Rey-Escondido watershed, it is essential to understand how the open space and biological diversity within it may be impacted by Project activities. This area is part of an essential wildlife corridor and open space that supports the biological diversity in the area. Any impacts to this watershed could affect this major corridor within the City of Oceanside. CDFW recommends providing a thorough discussion of direct, indirect, and cumulative

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impacts expected to adversely affect biological resources, with specific measures to offset such impacts. The following should be addressed in the DEIR:

- a) A discussion regarding indirect Project impacts on biological resources, including resources in nearby public lands, open space, adjacent natural habitats, riparian ecosystems, and any designated and/or proposed or existing reserve lands (e.g., preserve lands associated with an NCCP (NCCP, Fish & G. Code, § 2800 et. seq.). Impacts on, and maintenance of, wildlife corridor/movement areas, including access to undisturbed habitats in adjacent areas, should be fully evaluated in the DEIR;
 - b) A discussion of potential adverse impacts from lighting, noise, temporary and permanent human activity, and exotic species and identification of any mitigation measures;
 - c) A discussion on Project-related changes on drainage patterns downstream of the Project site; the volume, velocity, and frequency of existing and post-Project surface flows; polluted runoff; soil erosion and/or sedimentation in streams and water bodies; and post-Project fate of runoff from the Project site. Mitigation measures proposed to alleviate such Project impacts should be included;
 - d) An analysis of impacts from land use designations and zoning located nearby or adjacent to natural areas that may inadvertently contribute to wildlife-human interactions. A discussion of possible conflicts and mitigation measures to reduce these conflicts should be included in the DEIR; and,
 - e) A cumulative effects analysis, as described under CEQA Guidelines section 15130. General and specific plans, as well as past, present, and anticipated future projects, should be analyzed relative to their impacts on similar plant communities and wildlife habitats.
- 5) Sensitive Bird Species. Under the public notice, the Project description states, "The project may be required to clear part or all of the coastal sage scrub to provide a fuel modification zone for fire requirements". Based on the location of the Project, there is potential for special-status bird species to occur onsite Project activities occurring during the breeding season of nesting birds could result in the incidental loss of fertile eggs or nestlings, or otherwise lead to nest abandonment in habitat directly adjacent to the Project boundary. The Project could also lead to the loss of foraging habitat for sensitive bird species.
- a) CDFW recommends that measures be taken, primarily, to avoid Project impacts to nesting birds. Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (Code of Federal Regulations, Title 50, § 10.13). Sections 3503, 3503.5, and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the MBTA).
 - b) Project activities including (but not limited to) staging and disturbances to native and nonnative vegetation, structures, and substrates should occur outside of the avian breeding season which generally runs from February 15 through August 31 (as early as January 1 for some raptors) to avoid take of birds or their eggs. If avoidance of

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the avian breeding season is not feasible, CDFW recommends surveys by a qualified biologist with experience in conducting breeding bird surveys to detect protected native birds occurring in suitable nesting habitat that is to be disturbed and (as access to adjacent areas allows) any other such habitat within 300-feet of the disturbance area (within 500-feet for raptors). Project personnel, including all contractors working onsite, should be instructed on the sensitivity of the area. Reductions in the nest buffer distance may be appropriate depending on the avian species involved, ambient levels of human activity, screening vegetation, or possibly other factors.

- 6) Coastal California Gnatcatcher and Least Bell's Vireo. There is a strong possibility that these two species occur on or near the Project site. The DEIR should include a complete, recent habitat assessment for suitable coastal California gnatcatcher (*Polioptila californica californica*) and least Bell's vireo (*Vireo bellii pusillus*) habitat. If suitable habitat for the coastal California gnatcatcher and least Bell's vireo is present onsite or adjacent to the Project site, CDFW recommends protocol level surveys for gnatcatcher and vireo to determine presence or absence of this species. Mitigation for direct, indirect, and cumulative impacts to this species should be determined after the completion of these surveys.
- 7) Biological Baseline Assessment. CDFW recommends providing a complete assessment and impact analysis of the flora and fauna within and adjacent to the Project site, with emphasis upon identifying endangered, threatened, sensitive, regionally, and locally unique species, including any Covered Species under the City's draft SAP, and sensitive habitats. Although CDFW recognizes the Oceanside SAP was not adopted, it remains a valuable reference to evaluate the importance of local biological resources and the potential implications to long-term conservation objectives within and beyond the City's boundaries. Absent this recognition the City's actions could cause further decline of species and their requisite habitats, including biological connectivity, leading to the need to list species as threatened or endangered. The Project impact analysis should therefore address direct, indirect, and cumulative biological impacts, as well as provide specific mitigation or avoidance measures necessary to offset those impacts. CDFW generally recommends avoiding any sensitive natural communities found on or adjacent to the Project, and where such impacts would occur, that the provisions of the Oceanside draft subarea plan be followed to avoid conflicts with the Subregional MHCP planning effort. The DEIR should include the following information:
 - a) A complete floristic assessment within and adjacent to the Project area, with particular emphasis upon identifying endangered, threatened, sensitive, and locally unique species and sensitive habitats. This should include a thorough, recent, floristic-based assessment of special status plants and natural communities.
 - b) A complete, recent, assessment of the biological resources associated with each habitat type onsite and within adjacent areas that could also be affected by the Project. CDFW's California Natural Diversity Database (CNDDDB) should be reviewed to obtain current information on any previously reported sensitive species and habitat. CDFW recommends that CNDDDB Field Survey Forms be completed and submitted to CNDDDB to document survey results. Online forms can be obtained and submitted at <https://wildlife.ca.gov/Data/CNDDDB/Submitting-Data>.

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- c) Vegetation mapping should follow criteria and definitions developed for the subregional MHCP. More specifically, areas of the property which may show invasion by non-native forbs (e.g., mustards, etc.) should nonetheless be identified as non-native grassland vegetation and any impacts mitigated accordingly. Such areas should not be categorized as 'Disturbed' or ruderal unless there is strong documentation that the property had been subject to an authorized use which caused a truly disturbed condition of the vegetation.
- d) The DEIR should have a complete, recent, assessment of rare, threatened, and endangered, and other sensitive species onsite and within the area of potential effect, including California Species of Special Concern and California Fully Protected Species (Fish & G. Code, §§ 3511, 4700, 5050 and 5515). Species to be addressed should include all those which meet the CEQA definition of endangered, rare, or threatened species (CEQA Guidelines, § 15380). Seasonal variations in use of the Project area should also be addressed. Focused species-specific surveys, conducted at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable, are necessary. Acceptable species-specific survey procedures should be developed in consultation with CDFW and USFWS; and,
- e) A recent, wildlife and rare plant survey. CDFW generally considers biological field assessments for wildlife to be valid for a one-year period, and assessments for rare plants may be considered valid for a period of up to three years as long as there was not a prevailing drought during the time of the botanical survey. Some aspects of the proposed Project may warrant periodic updated surveys for certain sensitive taxa, particularly if build out could occur over a protracted time frame, or in phases.

General Comments

- 1) Lake and Streambed. CDFW has regulatory authority over activities in streams and/or lakes that will divert or obstruct the natural flow, or change the bed, channel, or bank (which may include associated riparian resources) of any river, stream, or lake or use material from a river, stream, or lake. For any such activities, the Project applicant (or "entity") must provide written notification to CDFW pursuant to section 1600 et seq. of the Fish and Game Code. Based on this notification and other information, CDFW determines whether a Lake and Streambed Alteration Agreement (LSAA) with the applicant is required prior to conducting the proposed activities. CDFW's issuance of a LSAA for a Project that is subject to CEQA will require CEQA compliance actions by CDFW as a Responsible Agency. To minimize additional requirements by CDFW pursuant to section 1600 et seq. and/or under CEQA, the DEIR should fully identify the potential impacts to the stream or riparian resources and provide adequate avoidance, mitigation, monitoring, and reporting commitments for issuance of the LSAA. CDFW recommends the Applicant submit a Lake and Streambed Alteration Notification to CDFW.
- 2) Compensatory Mitigation. The DEIR should include mitigation measures for adverse Project-related impacts to sensitive plants, animals, and habitats. Mitigation measures should emphasize avoidance and reduction of Project impacts. For unavoidable impacts, onsite habitat restoration or enhancement should be discussed in detail. Because the Project site is partially located within an FPA, onsite mitigation is recommended. These mitigation ratios

Robert Dmohowski
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will be higher than if the impacts were outside the FPA (MHCP 2003, Section 4.4). If onsite mitigation is not feasible or would not be biologically viable and therefore would not adequately mitigate the loss of biological functions and values, offsite mitigation through habitat creation and/or acquisition and preservation in perpetuity should be addressed. Areas proposed as mitigation lands should be protected in perpetuity with a conservation easement, financial assurance, and dedicated to a qualified entity for long-term management and monitoring. Under Government Code section 65967, the Lead Agency must exercise due diligence in reviewing the qualifications of a governmental entity, special district, or non-profit organization to effectively manage and steward land, water, or natural resources on mitigation lands that it approves.

ENVIRONMENTAL DATA

CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a data base which may be used to make subsequent or supplemental environmental determinations. (Pub. Resources Code, § 21003, subd. (e).) Accordingly, please report any special status species and natural communities detected during Project surveys to the California Natural Diversity Database (CNDDDB). The CNDDDB field survey form can be found at the following link:

<https://wildlife.ca.gov/Data/CNDDDB/Submitting-Data>

The completed form can be mailed electronically to CNDDDB at the following email address: CNDDDB@wildlife.ca.gov. The types of information reported to CNDDDB can be found at the following link: http://www.dfg.ca.gov/biogeodata/cnddb/plants_and_animals.asp.

FILING FEES

The Project, as proposed, would have an impact on fish and/or wildlife, and assessment of filing fees is necessary. Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW. Payment of the fee is required in order for the underlying project approval to be operative, vested, and final. (Cal. Code Regs, tit. 14, § 753.5; Fish & G. Code, § 711.4; Pub. Resources Code, § 21089.)

CONCLUSION

CDFW appreciates the opportunity to comment on the NOP to assist the City in identifying and mitigating Project impacts on biological resources and ensuring Project consistency with the requirement of the draft SAP under the overarching Subregional Northwestern San Diego County MHCP.

Questions regarding this letter or further coordination should be directed to Emily Gray, Environmental Scientist, at Emily.Gray@wildlife.ca.gov.

Sincerely,

DocuSigned by:


D700B4520375406...

David Mayer
Environmental Program Manager
South Coast Region

Robert Dmohowski
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cc: CDFW

Karen Drewe, San Diego – Karen.Drewe@wildlife.ca.gov

Jennifer Turner, San Diego – Jennifer.Turner@wildlife.ca.gov

Cindy Hailey, San Diego – Cindy.Hailey@wildlife.ca.gov

OPR

State Clearinghouse, Sacramento – State.Clearinghouse@opr.ca.gov

USFWS

Jonathan Snyder – Jonathan_Snyder@fws.gov

References

California Department of Fish and Wildlife. 2020. California Natural Diversity Database. Available from: <https://wildlife.ca.gov/Data/CNDDDB>.

California Department of Fish and Wildlife. 2020. Lake and Streambed Alteration Program. Available from: <https://wildlife.ca.gov/Conservation/LSA>

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Final MHCP Executive Summary. 2003. Multiple Habitat Conservation Program for the Cities of Carlsbad, Escondido, Oceanside, San Marcos, Solana Beach, and Vista.

City of Oceanside Subarea Plan. 2010. Available from: <https://ci.oceanside.ca.us/gov/dev/planning/subarea.asp>

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County of San Diego

AMY HARBERT
DIRECTOR

DEPARTMENT OF ENVIRONMENTAL HEALTH AND QUALITY
VECTOR CONTROL PROGRAM

HEATHER BUONOMO, REHS
DIRECTOR OF ENVIRONMENTAL HEALTH

5570 OVERLAND AVENUE, SUITE 102, SAN DIEGO, CA 92123
Phone: (858) 694-2888 Fax: (858) 505-6786
www.SDVector.com

November 8, 2022

Development Services Department
Attn: Rob Dmohowski, Principal Planner
300 N. Coast Hwy.
Oceanside, CA 92057

Via e-mail: rdmohowski@oceansideca.org

COMMENTS ON THE ENVIRONMENTAL IMPACT REPORT FOR THE GUAJOME CREST PROJECT

Dear Mr. Dmohowski:

Thank you for the opportunity to comment on the Environmental Impact Report for the above referenced project. The County of San Diego Vector Control Program (VCP) is responsible for the protection of public health through the surveillance and control of mosquitoes that are vectors for human disease including West Nile virus (WNV). The VCP has completed their review and has the following comments regarding the proposed project.

1. The VCP respectfully requests that the Environmental Impact Report address potential impacts from possible mosquito breeding sources created by the project and that the project be designed and constructed in a manner to minimize those impacts. Specifically, ensure construction-related depressions created by grading activities, vehicle tires, and excavation do not result in depressions that will hold standing water. In addition, ensure drains, BMPs, stormwater capture systems, and other structures do not create a potential mosquito breeding source. Any area that is capable of accumulating and holding at least ½ inch of water for more than 96 hours can support mosquito breeding and development. Finally, if habitat remediation is required for the project, the design should be consistent with guidelines for preventing mosquito habitat creation.
2. Please note, the VCP has the authority pursuant to state law and County Code to order the abatement of any mosquito breeding that does occur either during construction or after the project is completed that is determined to be a vector breeding public nuisance. The VCP will exert that authority as necessary to protect public health if the project is not designed and constructed to prevent such breeding.

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3. For your information, the County of San Diego Guidelines for Determining Significance for Vectors can be accessed at http://www.sandiegocounty.gov/content/dam/sdc/pds/docs/vector_guidelines.pdf and the California Department of Public Health Best Management Practices for Mosquito Control in California is available at <https://www.cdph.ca.gov/Programs/CID/DCDC/Pages/MosquitoesandMosquitoBorneDiseases.aspx#>

The VCP appreciates the opportunity to participate in the environmental review process for this project. If you have any questions regarding these comments, please contact Daniel Valdez at 858-688-3722 or by e-mail at Daniel.Valdez@sdcounty.ca.gov.

Sincerely,

A handwritten signature in black ink, appearing to read 'Daniel Valdez', with a stylized flourish at the end.

DANIEL VALDEZ, Registered Environmental Health Specialist
Vector Control Program

Robert Dmohowski

From: Margaret Ogiela <[REDACTED]>
Sent: Thursday, November 17, 2022 8:59 PM
To: Robert Dmohowski
Subject: Re: Guajome Lake Presentation

Warning: External Source

Hi Robert - thanks for the presentation. I wanted to articulate my concerns in more detail and I think many of my neighbors feel the same way I do. I think we feel taken advantage of because a developer has the money to make a lot more money at our expense. I appreciate that the numbers need to work for the developer but he is probably going to pull in a lot more than the modest, and sometimes low, income of the community. If the developer would be satisfied with an average annual income of \$100 - \$150K than we might be on the same page. I do not know what it his/her average salary might be however I doubt it is in the same tax bracket. Just being honest.

My main concerns are:

1. Density / Rural lifestyle - that is why I live in the Guajome community. The space, not too many neighbors. I was raised in inner Chicago. I know what I am not missing. High density does not fit in the rural lifestyle. Please confirm whether the actual density on the developed portion of the land will be more or less than the community across the park off of North Santa Fe. That area seems pretty dense and the proposal looks denser.
2. Traffic - limited to residents and people enjoying the park and not as a short cut. I would prefer to keep the dirt road dirt. A paved road and with more residential traffic will only attract more people looking for shortcut.
3. View - I do not want the view of the park and the sunsets obstructed by walls or houses or tall trees. I also like the view of the night sky and don't want it flooded out with street lights.

BTW - I don't want lights along Guajome Lake Road either. I like the dark country road. I have been there for over 35 yrs. Never complained about the dirt, the curves, the darkness, the long route to North Santa Fe. I was peaceful and content - now this development is really going to encroach on my way of life.

4. Fire safety and egress - I have experienced a brush fire from that property onto mine (One reason there are no bushes at the bottom of my driveway). I have a real concern that my egress out the property will be hampered by the new community, not to mention the limited egress those homes will have to live with.

5. No parking on Guajome Lake Road - Even with the parking allotments to the houses, I do not see enough parking for visitors etc. I pull up to every car that is sitting at the side of the road and ask them what is up just to let them know they have been noticed. It doesn't happen often now but I can only imagine what 4th of July BBQs might bring to the community with people parking along Guajome lake road if not restricted.

If I think of more comments and concerns, I will let you know. Please share with William.

*Kind Regards,
Margaret S. Ogiela*

From: Robert Dmohowski <RDmohowski@oceansideca.org>
Sent: Wednesday, November 16, 2022 10:40 AM
Subject: Guajome Lake Presentation

Good morning,

Thank you for attending last night's [EIR](#) scoping meeting for the Guajome Lake Road project. I've attached a copy of the powerpoint presentation. Please feel free to email me scoping comments or questions regarding the project.

Regards,

*Robert Dmohowski, AICP
Principal
Planner*

*City of Oceanside
Planning Division
Development Services Department
760.435.3563
rdmohowski@oceansideca.org*

Robert Dmohowski

From: Rachel Britts <[REDACTED]>
Sent: Thursday, November 17, 2022 9:38 AM
To: Robert Dmohowski
Subject: Concerns about Guajome Lake Road development

Warning: External Source

Good morning.

I was unable to attend Tuesday night's meeting due to overbooked kids activities, but I was talking to my neighbor before and after it. We have some concerns, specifically that it sounds like the developer only wants to pave the road directly in front of the development. Maybe we misunderstood, but that is a completely mind-blowing mistake! As a resident on the dirt portion, we already feel the burden of too many cars using that limited road as a cut through.

First, the problem of the road quality is already unacceptable. Every day, driving my kids to school, I feel like something is going to break loose on my car from the bumpiness. And since the recent rain, it is so much worse. (I was surprised the city didn't take advantage of the wet dirt to regrade the road. It has been awhile since it has been done, and the previous time was a cursory job that didn't even smooth out most of the bumps!) The rain naturally cuts deep rivulets across the road, and then thrill-seeking drivers intentionally skid and dig dips into the softened dirt to create "jumps" — jarring, unsafe humps in the road.

Second, the problem of safety is already unacceptable. So many cars fly through there at ridiculously unsafe speeds! Twice in the last 3 weeks alone, I have barely avoided a head on collision with careless drivers flying around the narrow turns to the south of the proposed development (near my driveway), leaving me shaken and thankful for my and my kids life. Some stretches of the dirt road (not immediately in front of the proposed development) aren't much wider than a single lane, which barely suffices with after school traffic (when Vista High School and Guajome Academy gets out, there is a steady stream of cars cutting through), but obviously, that will only grow worse with the added hundreds of cars from the development. And not only will we have to deal with the new development's cars, but with additional pavement, the cut through will become even more appealing to outside drivers looking for a shortcut to hwy 76 going north, or North Santa Fe going south. So the dirt road to the south of the proposed development has become not just an inconvenience, it has become a life and death safety issue!

Third, if this development doesn't pay to improve the road, who ever will? The rest of the dirt road fronts residential properties. Does the city really want to be responsible for maintaining that dirt road forever? (The city is already doing a very poor job of it!)

The developer **MUST** be held accountable for improving the ENTIRE stretch of dirt. With the density that has been approved, it is the only logical option.

Finally, just to clarify, paving the road definitely needs to include safe pedestrian access, whether that be a sidewalk or fenced-off horse trail. Our family likes to enjoy Guajome Park, but it is always a huge risk allowing my children to cross the road and walk down it to an entrance point, due to the careless drivers. Once again, that is only going to get worse with the increased traffic!

I know the Guajome Lake Road corridor is already an option that has been explored to relieve traffic on the 76 and North Santa Fe (and even on College Blvd.) Partial paving is not a satisfactory option. Drivers will use this corridor, but unless the road is developed appropriately, it will be at the expense of safety. Please think toward the future and use this development to propel our rural area of Oceanside to a more cohesive part of a well-planned traffic system.

Thank you.

—Rachel Britts



Robert Dmohowski

From: Robert Giacobassi <[REDACTED]>
Sent: Monday, November 21, 2022 12:53 PM
To: Robert Dmohowski
Subject: Re: Guajome Lake Presentation
Attachments: Guajome Crest Scoping Meeting Presentation_11.15.22.pdf

Warning: External Source

Hi Rob, Thanks for having the meeting last week and presenting some of the agendas on the Project Guajome Crest.

1. It is very clear that this project does NOT fit the existing neighborhood. The owner and developer want it to fit that's why they are begging for all the exemptions.
2. The curbing and other specifications that were brought up do not fit the rural fit for horses and other livestock that are already in the area. It is very clear that in the future the home owners will want to shut down the horses and other livestock because of noise, flies, etc...
3. There was already at the meeting a mention of maybe using Melrose for another alternative way of entering and exiting the development - We that live off of Melrose have already won the extension of Melrose Not to be extended because of the extreme costs.
4. No were could I find out about the landscaping. It was also mentioned at the meeting by one of the existing owners that we are constantly being bombarded with how We can lower our water consumption and here we are trying to build more and does it have any grass in the project. There should be a firm commitment from the City and all the Developers that No grass will be used in any of the projects.
5. Is there going to be any Solar installed and it must come with a battery back up, along with electric car receptacles or it's just

another fancy way of selling and not really doing anything for the environment.

6. The lots are way to small to accommodate this rural atmosphere and will cause a density that is way to big for that area.

7. It is very clear that owner, developer is trying to use exemptions to get this project built and there is No consideration for the existing land owners and this area of Oceanside and the existing Guajome Lake area.

8. It was very clear from the owners representative that he only looks at his property lines and does Not look at the surrounding area. Mainly the traffic affect that will happen with that area. It did sound like he went there during the summer months when there was no school. The people that are cutting across are all going to parts of Temecula and Fallbrook area.

9. It was very clear that there has not been enough study and enough thought into this project - if so the owner would not be asking for all the exemptions.

I'm sure there's a lot I missed but Thank you for listening to all of our comments

R J Giacobassi [REDACTED]
[REDACTED] Oceanside, CA 92057

On Wednesday, November 16, 2022 at 10:40:14 AM PST, Robert Dmohowski <rdmohowski@oceansideca.org> wrote:

Good morning,

Thank you for attending last night's [EIR](#) scoping meeting for the Guajome Lake Road project. I've attached a copy of the powerpoint presentation. Please feel free to email me scoping comments or questions regarding the project.

Regards,

Robert Dmohowski, AICP

*Principal
Planner*

City of Oceanside

Planning Division

Development Services Department

760.435.3563

rdmohowski@oceansideca.org

Robert Dmohowski

From: Bob and Mary <[REDACTED]>
Sent: Thursday, December 1, 2022 9:06 AM
To: City Council; Planning-Planning Commission; Robert Dmohowski
Subject: Project Number T22-00004 - GUAJOME CREST PROJECT (APN 157-412-15-00)

Follow Up Flag: Follow up
Flag Status: Completed

Warning: External Source

Hello- the new home project slated for my neighborhood will cause major issues for this area. We moved here 29 years ago to a rural quiet neighborhood with access through a side road called Hitching Post. That road was closed for the expansion of Hwy 76. Only access became Guajome Lake Road which is half paved and a very narrow windy road. Since then, the Home Depot, a new neighborhood and high school were built causing more traffic and other issues in our area. Now the new project of 84 homes on a road that continues to be neglected by the city and county. This new plan is a bad idea and I hope that you will review the following.

Transportation concerns:

- The development will greatly increase traffic and impact congestion during peak commute and school times. Guajome Lake Road will need to be widened at the Highway 76 light in order to prevent a bottleneck. Widening the road at the light will allow for proper traffic flow enabling cars to turn left while also enabling through traffic and cars turning right. Currently, the left turn lane blocks all moving traffic when more than 3 cars are turning left due to how narrow the current single-lane roadway is.
- A large section of Guajome Lake Road needs to be paved and widened to safely allow a two-way road and enable proper traffic flow. It is currently too narrow to comfortably allow cars to flow both ways.
- Guajome Regional Park will need to give up part of the park's land and property in order to accommodate the expansion of Guajome Lake Road.

Safety concerns:

- Increased traffic and congestion would greatly impact the fire evacuation route for neighboring residents.
- Increased traffic means increased pedestrian safety concerns. Over the years, there have been quite a few speeding cars that have driven right over the edge of the road and into Guajome Regional Park due to the windy curves of the road. The windy section at the top of the hill that parallels the walking path located directly below the street is a major concern for those walking the trails. Guard rails, speed bumps, or dips should be used to slow down speeding traffic.
- Once the road is paved, there will be more speed concerns. Cars already fly down the road at 50 mph which is dangerous for those who park along the dirt and along the sidewalk on Guajome Lake Road.
- Increased speed and traffic is a concern for the Vista farmers who regularly let their livestock (goats, horses, etc.) cross the road on the south side of Guajome Lake Road near Osborne Street.

Environmental concerns:

- Guajome Regional Park is a protected, sensitive habitat and the housing development would negatively impact the protected species due to water runoff, increased noise, increased traffic, and road expansion.
- The increased traffic will result in an increase in noise levels to the surrounding neighborhoods.

My understanding is that only 4 homes will be low income housing. Low income families may/may not have transportation thus depending on city transits. The nearest bus stop is on North Santa Fe which would make it dangerous for those walking from this new neighborhood to the bus stop with the traffic conditions increased and Guajome Lake Road unpaved and no sidewalks. All you will be doing is placing lives at risk to walk from this new neighborhood.

Please, please, reconsider the dangers of this project. This area is not fit for this plan.

Thank you,
Mary Rourke

Robert Dmohowski

From: Alison Urbach <[REDACTED]>
Sent: Thursday, December 1, 2022 12:02 PM
To: Robert Dmohowski
Subject: Guajome Crest Project

Warning: External Source

Thank you for the opportunity to comment on the proposed Guajome Crest Project. I live in the HOA community of Rancho San Geronimo which is located just to the north of the Guajome Crest Project, off of Old Ranch Rd. After attending the Scoping meeting I have three areas of concern to address. 1) High- Density Housing 2) Traffic 3) Environmental/Wildlife.

My first two concerns, high-density housing, and traffic are clearly tied together. I understand that this land is zoned for housing, and feel that any development going into that area should maintain the current rural and equestrian use type of properties that already exist on either side of the proposed development. Placing 85+ homes may not sound like "high-density", but in this area that is exactly what it is. This brings me to my next concern which is traffic, and I understand that the developer only has partial responsibility in this matter. The impact we will have from the additional vehicle traffic along Guajome Lake Rd. will be a nightmare for all. Safety is a big factor to consider is many visitors the Guajome Park, park their vehicles along Guajome Lake Rd., sometimes in the actual traffic lane, making it a one lane road at times. The community of Rancho San Geronimo has only one access into and out of the community and that is Guajome Lake. Rd. When I moved to my current residence in late 1990's our community had a second access point from Hitching Post Dr. out to Mission Ave. When the HWY 76 improvement occurred, that access route was closed off. A possible solution to ease traffic would be to re-open an access route from Hitching Post Dr. to HWY 76. I suggest considering making a right turn from HWY 76 to Hitching Post Dr. and a right turn from Hitching Post onto Eastbound HWY 76. I will be very interested in seeing an evacuation plan for this area if the project moves forward.

Regarding Environmental/Wildlife concerns, with a development of that size and density, there are concerns of chemical run-off and seepage into the ground from yard maintenance. The property to be developed sits on higher ground than the adjacent Guajome Regional Park and this could potentially affect or harm the sensitive habits in the Park. This area is also a wildlife corridor. Having high-density housing would significantly restrict and disrupt the wildlife living and moving through the area. I would also like to raise a concern about Air Quality. I would like to see that any new homes being built in the area not have "Wood-Burning" fireplaces but Gas or Electric only. The reason for this is that currently when fireplaces are lit in the evening, when the air is not moving, the smoke sits in the air oi settles over lower lying properties and you can't be outside without smelling like you are in the middle of a smokey campfire. It even burns my eyes sometimes. I admit I am not up on building codes and this may already be in place. It was communicated at the Scoping meeting that the Environmental Impact Report would be ready in January of 2023.

Thank you for your time and consideration in these matters. Alison Machen (formerly Urbach) Resident

Robert Dmohowski

From: James Betz <[REDACTED]>
Sent: Monday, December 5, 2022 7:08 AM
To: City Council; Planning-Planning Commission; Robert Dmohowski
Subject: Project: GUAJOME CREST PROJECT (APN 157-412-15-00)

Follow Up Flag: Follow up
Flag Status: Flagged

Warning: External Source

To Whome:

As a resident of the area for over 30 years I strongly disagree with this abomination of a project invading our peace and quality of life. Please STRIKE IT DOWN!!!

Thank You, Please see some of my concerns below...

Jim Betz

Transportation concerns:

- The development will greatly increase traffic and impact congestion during peak commute and school times. Guajome Lake Road will need to be widened at the Highway 76 light in order to prevent a bottleneck. Widening the road at the light will allow for proper traffic flow enabling cars to turn left while also enabling through traffic and cars turning right. Currently, the left turn lane blocks all moving traffic when more than 3 cars are turning left due to how narrow the current single-lane roadway is.
- A large section of Guajome Lake Road needs to be paved and widened to safely allow a two-way road and enable proper traffic flow. It is currently too narrow to comfortably allow cars to flow both ways.
- Guajome Regional Park will need to give up part of the park's land and property in order to accommodate the expansion of Guajome Lake Road.

Safety concerns:

- Increased traffic and congestion would greatly impact the fire evacuation route for neighboring residents.

- Increased traffic means increased pedestrian safety concerns. Over the years, there have been quite a few speeding cars that have driven right over the edge of the road and into Guajome Regional Park due to the windy curves of the road. The windy section at the top of the hill that parallels the walking path located directly below the street is a major concern for those walking the trails. Guard rails, speed bumps, or dips should be used to slow down speeding traffic.
- Once the road is paved, there will be more speed concerns. Cars already fly down the road at 50 mph which is dangerous for those who park along the dirt and along the sidewalk on Guajome Lake Road.
- Increased speed and traffic is a concern for the Vista farmers who regularly let their livestock (goats, horses, etc) cross the road on the south side of Guajome Lake Road near Osborne Street.

Environmental concerns:

- Guajome Regional Park is a protected, sensitive habitat and the housing development would negatively impact the protected species due to water runoff, increased noise, increased traffic, and road expansion.
- The increased traffic will result in an increase in noise levels to the surrounding neighborhoods.