

**DRAFT**

MINUTES  
REGULAR PLANNING COMMISSION MEETING  
CITY COUNCIL CHAMBERS  
1 CIVIC CENTER DRIVE  
SAN MARCOS, CALIFORNIA  
MONDAY, JUNE 6, 2011 - 6:30 PM

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CALL TO ORDER

At 6:33 p.m. Chairman Kildoo called the meeting to order.

PLEDGE OF ALLEGIANCE

Commissioner Nelson led the Pledge of Allegiance to the Flag.

ROLL CALL

The Secretary called the roll:

PRESENT: COMMISSIONERS: Jacoby, Kildoo, Maas (Alternate), Nelson, Norris, Schaible, Wedge

ALTERNATE COMMISSIONERS IN AUDIENCE: Jones

ABSENT: Minnery

Also present were: Planning Division Director, Jerry Backoff; Associate Planner, Susan Vandrew Rodriguez; Assistant Planner, Sean del Solar; Principal Civil Engineer, Peter Kuey; Planning Secretary, Lisa Kiss; Deputy City Attorney, Jim Lough;

ORAL AND WRITTEN COMMUNICATIONS

None.

**CONSENT CALENDAR**

1. APPROVAL OF MINUTES, 5/2/11 & 5/16/11

Action:

COMMISSIONER JACOBY MOVED TO APPROVE CONSENT CALENDAR AS PRESENTED; SECONDED BY COMMISSIONER WEDGE AND CARRIED BY A UNANIMOUS VOTE WITH KILDOO ABSTAINING (DUE TO HIS ABSENCE).

AGENDA ITEM  
# 1

## PUBLIC HEARINGS

2. **Case No:** CUP 00-477 (10M) / ND 11-810

**Application of:** KRC Rock

**Request:** Request for a Conditional Use Permit Modification for the KRC Rock operation for the purpose of outdoor storage and to adjust the internal circulation by use of access through the adjacent property from Windy Way.

**Location of Property:** 700 N. & 790 N. Twin Oaks Valley Road, more particularly described as: PAR A PM 19038 and (EX NLY 30 FT & ST WID) Lot 3 Blk 49 of Map 806 Rancho Los Vallecitos De San Marcos. Assessor's Parcel Numbers: 218-110-23 and 218-110-12.

Staff Presentation (Susan Vandrew Rodriguez):

Described request and location. PowerPoint presentation shown. Background discussed: Original CUP approved in 2001, operation expanded in Fall 2010. Modification application was submitted winter 2010 and a Public Workshop was held April 2011. Area/Vicinity map shown. Expansion area and egress driveway pointed out. Modification is to expand for storage and circulation onto one acre of adjacent industrial property known as "Hoover-Taylor." A decomposed granite driveway access is proposed from the existing KRC through expansion area. Windy Way was designated and built as an industrial collector. Discussed the Truck Management Plan: 80 trips max., 40 from Windy Way exit. 70 was the original approved number. Discussed residents concerns: 1). Weight capacity, traffic and number of trips. Road designed to accommodate weight of trucks and trip monitoring will be required. Windy Way is limited to right-out only. 2). Air Pollution/Dust. KRC is paved. Compact DG will minimize dust. There's only an increase of up to 10 trips. 3). Noise. Operational restriction of no unloading before 8 AM on Saturdays will be extended to all week. 4). Visibility / Screening. Landscape will be installed, including large specimen trees, shrubs and vines, along the westerly & northerly property line. Staff recommends approval along with changes as per memorandum.

Backoff: Mentioned e-mail letter received from Michael Glen. Staff spoke with him prior to the hearing to address his issues. Discussed Staff's memo handout with edits to resolution. Explained that the new, highlighted changes address edits made from an earlier meeting with the applicant.

Nelson: Asked if they can currently unload at 7 AM?

Vandrew: Yes, M-F it is 7 AM, and Saturday is restricted to 8 AM. Modification will now apply all days.

Nelson: Inquired if a stop light or sign is being moved?

Vandrew: No, the stop bar, re-striping only. Trucks will stop further back.

### OPEN PUBLIC HEARING

Michael Glen, Resident & President of Chesapeake HOA: At the first meeting, the number of trips talked about was 10-15. We were not aware that would be the increase over the 70. When this came out, my phone rang off the hook. Discussed their issues:

1). Public safety. Will trucks leaving Windy Way create safety issue? 2). Number of trips. Understand it's a worst case scenario, but still concerned about idea of 80 trips per day. 3). Landscaping. Want to make sure it will obscure the view and not just screen it. Understand it will take a couple of years to develop. Thanked City and KRC for time and effort put in.

Jacoby: Inquired about their distance from KRC?

Vandrew: (Pointed out on overhead).

Jacoby: Inquired how long they've lived there and if subdivision was built after KRC?

Glen: Five years. Yes.

Nelson: Asked if KRC has been a good neighbor?

Glen: Yes. Here to address issues. Who will be at the gate?

Kildoo: Thought only a max of 40 is proposed for Windy Way, so it's not 70-80.

Vandrew: Correct.

Glen: Traffic now comes out at Borden, then up Windy Point and down Windy Way. Thought it would be 40 from the new exit and others from Borden.

Backoff: Intent is for trucks to leave out Windy Way access. The other route has to go through residential intersection and is more of an impact to traffic. Original CUP allows up to 70 trips.

Vandrew: Truck Management Plan discusses truck route and exit.

Kildoo: Sounds like it will be 40 not 80.

Wedge/Vandrew: Continued to discuss route.

Wedge: Asked if noise has been unlivable?

Glen: Not unlivable.

Wedge: KRC will have an employee directing traffic. It's just 10 more max than what they're listening to and fewer trips on Windy Point.

Maas: Pointed out that one picture shows semi's in a driveway to the east?

Backoff: It's an old aerial showing a previous trucking operation that is now gone. Before they left, there were issues which established some of these current concerns. Another user, with or without trucks could move in later.

Maas: Asked if the issues came about due to abuse by large semis?

Backoff: Yes.

Matt Ratermann, resident: Indicated when he purchased his home, KRC was there, but not the expansion area. There was no traffic onto Windy Way from KRC. Windy Point was built after the Chesapeake subdivision. Can't imagine they were approved to use Windy Point. Commented that they'll see zero to 40 trips, not the 10-15 they were initially told, and sizeable vehicles sitting idling. The DG is subject to erosion and dust. There are students at the school above and down the road and people using trails that park along the street.

Jim Simmons, Consultant, representing applicant: Discussed history: Issue came up at Hoover Taylor property due to large semi's staging in the street. They did not renew that company's lease. Currently, the site is generating about 40 trucks per day.

Kildoo: Inquired how many larger trucks anticipated?

Simmons: One or two. Propose to have employee direct the large trucks out new exit at an optimal time. Smaller trucks can exit without crossing lines. They'll come out and go to Twin Oaks Valley Road. This will reduce impact to neighborhood. There have been trucks coming out of the Hoover Taylor property for years and on a dirt road. Owner wants to cooperate with residents and City. They have a Traffic Management Plan. Landscaping and evergreen trees will be planted in front of slated fence. There's no more staging in the street.

Wedge: Asked what kind of trees will be planted?

Vandrew: (Described) Evergreen, plus vines and shrubs.

Nelson: Asked if Hoover Taylor is taking care of landscape?

Simmons: Yes.

Maas: Inquired what the actual traffic control consists of?

Simmons: Employee will control gate, look for traffic, wave them out when there's no traffic, or stop and direct traffic as needed, then close gate. The trucks across the street have the same issue and there's no traffic control there.

#### CLOSE PUBLIC HEARING

Nelson: Asked if other businesses have employees directing traffic?

Backoff: No, but this is close to residential.

Kildoo: Have seen some direction off of Mission Road.

Norris: Pointed out typo's: Page 3, E.1. b., shows road being 340 wide, should be length. Same with 2a.

Action:

COMMISSIONER WEDGE MOVED TO APPROVE CUP 00-477 (10M) AS SET FORTH IN RESOLUTION PC 11-4233 WITH MODIFICATIONS: AS PER MEMORANDUM DATED 6/6/11 AND CORRECTION OF TYPO'S: E.1.b. . . . driveway access dimension of 340 feet in **length** width and 16 feet in **width** length stating that the driveway specification shall be constructed to the . . . ; E.2.a. . . . driveway access dimension of 340 feet in **length** width and 16 feet in **width** length stating that the driveway specification shall be constructed to the . . . SECONDED BY COMMISSIONER NORRIS AND CARRIED BY THE FOLLOWING ELECTRONIC VOTE;

AYES: COMMISSIONERS: JACOBY, KILDOO, MAAS, NELSON,  
NORRIS, SCHAIBLE, WEDGE

NOES: COMMISSIONERS: NONE

ABSENT: COMMISSIONERS: NONE

ABSTAIN: COMMISSIONERS: NONE

3. **Case No:** SP 92-27 (09M) / CUP 09-814 / ND 10-798

**Application of:** AT&T Mobility, LLC

**Request:** To install and operate a wireless telecommunication facility consisting of one (1) 35' tall disguised monopole and one (1) 355 square foot equipment enclosure.

**Location of Property:** 842 Nordahl Road, more particularly described as: A portion of lots 3 and 4, in block 6 of the Rancho Los Vallecitos de San Marcos, in the City of San Marcos, County of San Diego, State of California, according to Map 806 filed in the Office of the County Recorder of San Diego County. Assessor's Parcel Number: 228-120-46.

Staff Presentation (Sean del Solar):

Described request and location. PowerPoint presentation shown. Site was originally developed as a Pitch & Putt golf course and is now a church under a different CUP. Facility will be a 35' high broadleaf mono-tree with 12 panel antennae's and equipment enclosure installed on the hillside. Aerial photo shown. Amendment to Richland Hills North Specific Plan is necessary. Three trees shall be planted around facility and will be positioned to minimize view from Nordahl Road with a maximum distance away from surrounding residents. Visual simulation shown. Equipment enclosure is neutral and built to blend in with other architecture. Poles and nets from prior golf course use will be removed. The City required applicant to provide a report confirming that project conforms to FCC standards. It was verified by City's consultant and both are in the NegDec technical appendices. They must also report to City once site is operational to ensure they are operating in conformance with FCC regulations. During processing, inquiries were received: Some were RF-related and most were design-related. They were resolved after meeting with residents. Staff recommends approval to City Council.

Kildoo: Typically the Commission doesn't see these unless they're in a residential zone.

Backoff: Requires a Specific Plan Amendment which requires Planning Commission and City Council approval.

Nelson: Commented that the picture shown was very green and not normally what he sees. Asked if they're conditioned to water landscape?

Backoff: Photo taken in April. The Oasis Church had some code compliance/landscape issues that they've been working to resolve.

Schaible: Asked how a dense canopy is defined? Will we see antennae's?

Backoff: Hard to define, but initially thought it was too sparse and asked for more foliage.

Schaible: Inquired if it was confirmed that transmissions won't interfere with medical equipment from nearby medical offices?

Backoff: City's consultant, Kramer Firm, has reviewed the application and it meets all FCC requirements.

#### OPEN PUBLIC HEARING

Applicant, in audience: Indicated he'd speak if any questions.

Schaible: Asked if they can do faux water towers?

Applicant: Yes, they do those.

#### CLOSE PUBLIC HEARING

##### Action:

COMMISSIONER WEDGE MOVED TO RECOMMEND APPROVAL TO CITY COUNCIL OF SP 92-27 (09M) AS SET FORTH IN RESOLUTION PC 11-4231; SECONDED BY COMMISSIONER SCHAIBLE AND CARRIED BY THE FOLLOWING ELECTRONIC VOTE;

AYES: COMMISSIONERS: JACOBY, KILDOO, MAAS, NELSON, NORRIS, SCHAIBLE, WEDGE

NOES: COMMISSIONERS: NONE

ABSENT: COMMISSIONERS: NONE

ABSTAIN: COMMISSIONERS: NONE

##### Action:

COMMISSIONER WEDGE MOVED TO RECOMMEND APPROVAL TO CITY COUNCIL OF CUP 09-814 AS SET FORTH IN RESOLUTION PC 11-4232; SECONDED BY COMMISSIONER SCHAIBLE AND CARRIED BY THE FOLLOWING ELECTRONIC VOTE;

AYES: COMMISSIONERS: JACOBY, KILDOO, MAAS, NELSON,  
NORRIS, SCHAIBLE, WEDGE

NOES: COMMISSIONERS: NONE

ABSENT: COMMISSIONERS: NONE

ABSTAIN: COMMISSIONERS: NONE

PLANNING DIRECTOR COMMENTS

None.

PLANNING COMMISSIONERS COMMENTS

Schaible: Asked for update on Costco?

Backoff: Projecting July 8-9 opening. Had some issues with rock but made up time.

Nelson: Asked about cell phone tower in Elfin Forest?

Backoff: City held a workshop with nearby residents in attendance. Staff asked applicant to look at alternative sites. They were also installing one at San Elijo Park and wanted to see how it would cover their gap areas. They needed additional time. Staff sent a letter indicating application was considered withdrawn. They could come back, but would have to start process over. Staff thinks there are viable sites elsewhere.

Nelson: Suggested Commission visit Liberty Station in Point Loma. It's very nice and booming. Stone Brewery is opening a location there.

Kildoo: Commented he was in Pacific Beach recently. The streets have potholes and are a mess. They are so far behind in day to day maintenance. Thankful he lives in San Marcos.

ADJOURNMENT

At 7:41 p.m. Commissioner Kildoo adjourned the meeting.

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Steve Kildoo, Chairman  
SAN MARCOS PLANNING COMMISSION

ATTEST:

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Lisa Kiss, Secretary  
SAN MARCOS PLANNING COMMISSION





MINUTES  
PLANNING COMMISSION WORKSHOP  
VALLEY OF DISCOVERY ROOM  
1 CIVIC CENTER DRIVE  
SAN MARCOS, CALIFORNIA  
THURSDAY, JULY 7, 2011 - 6:30 PM

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## CALL TO ORDER

At 6:30 p.m. Chairman Kildoo called the meeting to order.

PRESENT: COMMISSIONERS: Jacoby, Jones (Alternate) Kildoo, Maas (Alternate), Nelson, Schaible, Wedge

ABSENT: Minnery, Norris

Also present were: Planning Division Director, Jerry Backoff; Deputy City Manager, Lydia Romero; Principal Planner, Karen Brindley; Principal Civil Engineer, Peter Kuey; Planning Secretary, Lisa Kiss; City & Applicant's Consultants (see below).

## Applicant: Urban Villages San Marcos, LLC – "Rock Crusher" CUP 10-833

Backoff: Indicated presentation would be given by City staff, City consultants and the applicant's consultants. Backoff gave an overview of the University District Specific Plan (UDSP) and Rock Crusher CUP. PowerPoint presentation shown: UDSP was approved two years ago by City Council. No decision/action is taken at tonight's workshop. Workshop is intended for open-ended discussion; discuss results of preliminary environmental analysis and to receive input. Intend to discuss the certified EIR for UDSP, an overview of rock crushers in the City, technical analysis and CEQA process. City's consultants present include: HDR/Sophia Mitchell - Environmental Review; RBF/Bob Davis - Traffic; SRA/Valorie Thompson - Air Quality; LDN/Jeremy Loudin - Noise; and Trans Pacific Consultants/Dave Staffieri - Grading. Applicant also has a team of consultants present. Specific Plan area pointed out. Rock crusher is proposed on the western half near SR-78. Project will consist of vertical mixed-use buildings for office, retail, residential, restaurants and a school site. In order to implement plan, the rock must be dealt with. The effects were analyzed during the Environmental Impact Report (EIR). The EIR was certified Nov. '09. City approved Mitigation Monitoring and Reporting Program. It considered project blasting, grading and rock crushing. Now proposing different, more advanced rock crusher equipment and exporting from site. City has received some e-mails voicing concern. There have been a number of rock crushers throughout the City over the years. (Locations shown on PowerPoint). Many developments in the

City have rock that must be mined & crushed. Costco had a debris crusher. Previous workshop was held nine months ago. Questions were summarized: Proximity to residential, Type/length/stacking of haul trucks, Traffic impact to Twin Oaks Valley Road, Alternative hauling route via Echo Lane/Grand/San Marcos Blvd., Dust generation, Community noise and Operational protocols.

Robert Hostetler/Stevens Cresto Engineering: Grading Plan discussed/shown. The SP laid out most plans but was more generalized. Discussed areas of change and central portion. Earthwork volume would be 2,772,700 c.y., with 2,218,160 cy to be crushed. Discussed refinements to grading to make Knoll Park more pedestrian friendly. Wish to eliminate the need to go back later to blast. The east side is being developed earlier, so the opportunity to use material there is lost. Discussed options to minimize impacts. Showed parcels owned by developer, City and other property owners. Discussed constraints to grading. Pink areas: Cut. Orange areas: Not under applicant's control.

Nelson: Asked if they are not able to grade the orange areas?

Hostetler: Correct. Phases 1-4 were shown and discussed. Crusher to be located north of existing landform highpoint next to SR-78. Phase 1 is anticipated to be about two years. Phase 2, the City will have conditioned what needs to occur to begin and developer must acquire those parcels.

Nelson: Asked if they'd be unable to move forward if they can't acquire the land?

Hostetler: Correct.

Backoff: They're not able to go on the property without permission or ownership.

Hostetler: Phase 1 & 2 exports the most material; Phase 3 & 4 finishes the operation. Knoll Park screens the area and is last area to be finished

Nelson: Inquired how many trucks can haul?

Hostetler: Indicated information was in PowerPoint from first workshop and he brought it if anyone is interested.

Glenn Inverso/M.J. Baxter Drilling Co.: Blasting discussed. Times are restricted, generally done between 9 AM-4 PM weekdays. It is highly regulated. Their company is permitted with State and County, has been in business a long time and is community-oriented. Company meets with homeowners to discuss project. The technology has improved and the process is highly controlled. They're currently working on San Vicente Dam. Notification is made within 600 ft. prior to starting and their company contact information is provided. They also call homeowners if certain animals such as horses, etc, will be affected. Within a 300 ft. radius, the company does pre-blast inspections and takes photos.

Blasting was considered in Final EIR and included a 400' buffer from sensitive receptors, or a site specific vibration analysis shall be prepared and additional mitigation measures implemented. Notification Zones shown.

Bill Cooley/Cooley Equipment: Temporary Rock Crusher – Proposing a typical rock crusher facility with jaw crusher and associated screening. Considered temporary for about 3 years, then would be folded up and taken away. General layout shown. Different types of equipment shown and discussed how used. Water sprays in a hopper control dust. Rubber pieces are installed on the hopper to assist with noise control and rubber screens are used. Discussed dust control. Dust covers are included on some equipment. Before and after pictures shown. Their company has experience building plants with zero emission permits.

Backoff: Pointed out that beyond the City conditions, the SD Air Pollution Control District (APCD) must issue a permit. They have their own set of conditions and enforcement. Discussed temporary access & haul route. Discussed truck entrance/exit. Twin Oaks Valley Road, between Barham/Discovery and Carmel. Will require a signal and TDM Plan. Cycle can be regulated.

Bob Davis/RBF: Traffic – Alternate route identified & discussed. Discovery, Echo Lane, Grand, to SR78. Compared to the proposed route, it is double the distance, with hairpin turns, possible interference with Lowe's large trucks and at grade creek crossing may be impassable route during rain. LOS D at Grand/San Marcos Blvd., off ramp, worst than interchange at TOV Rd, LOS C at peak, LOS B at off ramp.

Backoff: Route would need to cross San Marcos Creek thru Creekside Marketplace. There have been Least Bell Vireo's (bird) sightings and the agencies may have concern with heavy truck trips through there. Signal is to be installed one time. Carmel Street intersection signal will be removed when new signal activated and left turn pocket eliminated.

Davis: New design will be marked, "Do Not Block" intersection.

Mike Asbell/Ground Service Technology: Materials Export – Final EIR assumed earthwork balanced on site. Revised grading plan requires export of 1,069,200 cy of material, equals 106 outgoing truck loads per day or 12 outgoing loads per hour.

Man in Audience: Asked if that should be doubled by one truck coming in?

Asbell: Yes. 72,000 loads over a 3-year period.

Sophia Mitchell/HDR: EIR consultant – Goal and objective is to look at differences from UDSP EIR to what is proposed now. Initial Study Analysis: Looked at Traffic, Air Quality, Noise and Visual Resources/Aesthetics.

Bob Davis/RBF: Looked at impacts during early AM, mid AM peak, to coincide w/CSUSM, and PM peak. Looked at worst case scenarios, east/west/50-50 split, and analyzed four intersections. Carmel Street signal would be eliminated, u-turns allowed at new signal. No change in LOS at analyzed intersections. Recommend prepare & implement Traffic Management Plan. Meter outbound trucks to TOV Rd. so a limited # of trucks exit at a time. Developer to pay for cost to repair potential pavement damage due to additional truck traffic.

Dr. Valorie Thompson/SRA: Air Quality – Focused analysis looked at new grading plan vs. EIR. Four different sources: Material handling dust, crushing operation dust, crusher generator emissions and truck trips. The evaluated emissions are not above thresholds already evaluated in EIR. Also looked at annual emissions.

Mitchell: Project will be held to the mitigation identified in EIR.

Jeremy Loudin/LDN: Noise Analysis – Original EIR looked at County standard, 75 decibels. City is holding to more restrictive 60 decibels. Noise contours shown. Discussed Phases 1-4. Huge “bowl” will be dug to put plant 10 feet below grade with berm 22 feet higher near SR-78. Large slope helps reduce noise to S/E. Evaluated residences w/sound level by APN #. Number #11 on map is 60.3 and is the Phase 4 park site. The home doesn't exist. Fenton site is #12, at 49.8 db.

Kildoo: Asked about SR-78 level?

Loudin: 74.8 db. Rubber matting brings noise down 8-10 db. Sensitive receptors would be gone by Phase 3 & 4. Slopes/berms must remain during crusher operation. No jake-braking allowed.

McDonald: Asked what 60 db sounds like?

Loudin: Indicated himself talking in the room.

Wedge: Inquired what an Edco trash truck would be?

Loudin: About 70 db if driving and when banging dumpster, 90-100 db. About 85 db when revving engines.

Mitchell: Aesthetics/Visual Resources – They're creating a bowl where equipment will be placed. Discussed cross sections and views looked at from different areas. Larger versions are posted on walls for review after the meeting.

Other Environmental topics were adequately addressed and did not need additional analysis. Mitigation identified in the FEIR will be applicable to the Rock Crusher CUP. Any impacts to habitat will be required to be mitigated.

Loudin: Pointed out that the noise source, the bottom of the screen, is down 15 feet from existing elevations.

Backoff: Discussed CEQA process. Based upon preliminary technical studies, a Mitigated NegDec is anticipated, with 30-day review period (only 20 days is required). Document will be on the City's website, there will be opportunity for public and agencies to comment, responses will be prepared to comments, notices mailed out, and comments will be considered at future hearing. City would like to hear if there are any concerns now so they can be addressed in the environmental document before it is released publicly.

\*\*\* 5 minute break \*\*\*

Kildoo: Asked if any questions?

Matt, Coronado Hills resident: Very impressed with time and money spent on engineering and analysis. Get the feeling that this is a done deal. Want Commissioner's to look at this and see if it's necessary. Addressed a letter to Mr. Koller, and read letter: Expressing resident's opposition to the rock crusher and indicated concerns: Project is essentially a rock quarry. There are large, flat parcels available in the City where no crushing/blasting is needed. There's no current shortage of new buildings, retail and condo's. Creek project is currently planned and other condos on Twin Oaks Valley Rd. There's a cost to the community, noise, dust, losing natural berm and highway noise. They're using water that we're asked to conserve. Truck numbers are doubled. There will be congested traffic and decreased property values. Real estate market is oversaturated.

Kildoo: Asked resident if he attended any UDSP Task Force meetings?

Matt: Not aware of them.

Al Montes, Coronado Hills resident: Asked about timing of CUP and whether it covers the project itself or just the rock crusher? Will SDAPCD approval be needed?

Backoff: CUP is for rock crushing aspect. Knew there would be need for rock crushing plant so it was addressed in the University District Specific Plan EIR. New changes being addressed now. APCD will require a permit and they have their own regulatory process and enforcement.

Valorie Thompson: Developer will have to apply for an APCD permit.

Montes: Asked if that permit is needed before City issues building permit?

Backoff: Yes.

Unidentified Lady in Audience: Commented on heavy traffic on SR-78. Already bumper-to- bumper.

Bob Davis/RBF: During PM, it is LOS D going east bound.

Backoff: It's possible to avoid certain hours in the conditioning.

Developer's Consultant: Commented that there are less trucks after 2:30 PM, as most construction-related companies start shutting down around 3 PM.

Backoff: City working with Caltrans and SANDAG towards an auxiliary lane on SR-78 between the Sprinter rail and Nordahl interchange. Believe it's going to bid shortly and they have funding. Two additional lanes will be added to the crowded segment. .

Unidentified Man in Audience: Asked why it's necessary to remove so much rock? Why not use it elsewhere on site? What are they receiving monetarily for rock?

Kildoo: The owner of property receives money.

Backoff: In the past, have used rock on site. Would require sales tax being paid to the City.

Man: Rock is valuable. Asked what they're getting in return for shipping it out? Why can't trucks run on weekends when roads more empty?

Kildoo: Inquired if there's an opportunity to go off-hours?

Developer Consultant: Slight potential, but would be against grading ordinance. Cement plants may be able to receive then but most businesses operate between 7 AM-5 PM.

Wedge: Asked who is getting the product and how much is being paid? City owns portion of land and that should come back to City.

Developer Consultant: Local contractors, capital improvement projects, highways, building projects, local asphalt contractors: Superior, Volcan. Market is up & down. Unable to give specifics or tell you what price will be.

Wedge: Who gets money?

Developer Consultant: Developer is only working on property they own. If worked on City property and improved it, the value would increase. Prior to moving forward, developer must buy what they work on and the City would be paid for their property. If you saw grading costs of the project you would be astounded. The City is not contributing to this. It's nearly \$50 million to grade project.

Mike McDonald/Applicant & Developer: Indicated it does generate some money, but cost of processing is far in excess of what's generated with the export. Majority of rock is not leaving the site and will be used as fill. It sounds like a lot of material, 1 million being exported and 2 million is staying on site. Same expense to process all of it.

Developer's Consultant: Difficult site to develop. As plan was refined, the engineering aspects were looked at and realized west side was too high in relation to Twin Oaks Valley Road and the community. Want a more walkable friendly community.

Unidentified Man: Asked if they can use material at Creek SP project?

Consultant: Yes.

Backoff: City can utilize if City can get permits and funding by end of year before project goes forward.

Man: Asked why not store it and use later for Creek SP?

Backoff: Indicated that's a possibility. The SP has changed slightly. State is taking money from City, so looking at other funding. City hired Trans Pacific Consultants to do an analysis and confirm export amount. The amount was surprising to City and we wondered if it could be minimized.

Dave Staffieri/TPS: Indicated he's worked on most San Marcos projects involving rock. They looked at street elevations and other surrounding projects. It becomes complicated with drainage issues, retaining walls, etc. The project engineers did a good job.

Backoff: Can't minimize export. It would require terraces and retaining walls. To create the plan approved requires more rock removed.

Dave Staffieri: Developer has no gain in exporting. It's costly and any removed would only off-set the costs.

Don Larson, Discovery Hills resident: Plan has changed over time. CUP is for 4 years. Something else might change? Why not issue CUP for Phase 1-2, then another CUP for 3 & 4? Why grant such long duration?

Backoff: City typically issues on CUP basis and looks at all phasing. Another constraint is multiple ownerships. Not easy developing a grading plan and how to fit in what they control and next phase.

Developer's Consultant: Phasing done so City can condition appropriately. Will obtain grading permits through each phase. If there's issues, not likely to get grading permit for the next phase. The City is in control.

Backoff: City wants rock taken care of as quickly as possible.

Developer's Consultant: Would like done in 2-3 years but it will depend on the economy. There's a need for material in the County and this can help supplement. Five years seems like a long time, but is short for construction.

Larson: How do you know what the economy will be like next year? Don't need more homes.

Kildoo: Commissioner's may ask for additional conditions.

Backoff: Developer is trying to get prepared for when economy improves. It could be too late if they wait until it turns since it takes 3-4 years.

Kildoo: During SP process, grading and rock was talked about. Thought it would be a balanced equation at the time.

Wedge: Asked if there was a rock crusher at Ryland's golf course development?

Backoff: Yes.

Wedge: Commented that the acoustics in Twin Oaks Valley are such that she hears everything and she never heard the rock crusher there.

Maas: Indicated he lived near one for 12 years by Discovery Lake. You can hear most everything down there, but the crusher is not as bad as you think. The loudest, most annoying noise was the backup signal of the trucks and it's not close to 60 db. The University is not getting smaller. The City is fortunate to have it here. That area will probably take off earlier than the Creek SP.

Nelson: Commented that he's concerned over the balanced site assumption. Could there be more errors in the plan we haven't seen yet? We assume information provided to us is correct. One million is a big error to miss.



Backoff: It's a timing issue. If you could do the entire grading operation at one time, you could balance in other areas. The student housing needed to start. They received soil from Legoland for the east side of Twin Oaks Valley Road.

Developer Consultant: Commented that they don't look at it as a mistake. There's no way to estimate costs involved without engineering drawings at finite level. They're not sufficient enough at that time to know what you're dealing with.

There's utilities and 10-foot undercut. It's always being refined.

Backoff: The project when approved was a master plan. Until you get into construction drawings, you don't get that level of detail.

Wedge: Appreciate the presentation and planning involved.

Kildoo: Commented that he moved to City in '64, back when the cows and chickens were here and you knew which way the wind blew. Flies were everywhere. This is a better community now than it was then. Believe UDSP will create another great neighborhood. Want the least impacts to residents as possible. Asked if any other questions?

#### ADJOURNMENT

At 8:39 p.m. Commissioner Kildoo adjourned the meeting.

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Steve Kildoo, Chairman  
SAN MARCOS PLANNING COMMISSION

ATTEST:

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Lisa Kiss, Secretary  
SAN MARCOS PLANNING COMMISSION

