

RECEIVED

APR 22 2014

CITY OF SAN MARCOS
PLANNING DIVISION

April 21, 2014

To: Garth Koller (Planner) and the Planning Commission (City of San Marcos) c/o Lisa Kiss
From: Jerry Griswold, 1068 Fulton Rd San Marcos 92069 *JK*
Re: Public Response to "Notice of Intent To Adopt Negative Declaration." Case No.: P13-0055;
(Mulberry Residential Project).

Summary: *Rather than adopt the Negative Declaration, it is recommended that the Planning Commission return the proposal to Staff with instructions to have the contractor redraft and recalculate the Traffic Impact Report:*

- a) using SANDAG standards for "peak hours" to capture data from Mission Hills High School*
- b) and considering and discussing the impact of Hollandia Dairy traffic on the project*

1. Background.

The following remarks are limited to traffic issues surrounding the proposed project and addressed in the Environmental Review. They arise from my reading of two documents prepared by RBF Consulting: "Mulberry Residential Project Traffic Impact Analysis Report" and "Mulberry Traffic Appendixes." Because I am an ordinary person and not an engineer, I have had help understanding these technical documents from Isaac Etchamendy and Garth Koller (from the City's Planning Office) and from Mike Calandra (Senior Transportation Analyst at SANDAG). I wish to gratefully acknowledge their help. That said, if there are any errors in the following, they are entirely my own and these folks are not to blame.

2. Mission Hills High School and problems with "peak hours" calculations

Throughout RBF Consulting's "Mulberry Residential Project Traffic Impact Analysis Report" and its Appendices, "*a.m. peak hours*" are defined as 7:00-9:00 a.m. and "*p.m. peak hours*" are defined as 4:00-6:00 p.m. While documentation of 24-hour periods exist, these particular definitions of peak hours play a critical role throughout the Report and its Appendices because they provide the basis for discussions of impacts, delineate windows of attention, and are used in calculations of future scenarios.

But there are problems with these narrow definitions. By restricting the p.m. peak period to the hours 4:00-6:00, the Report fails to take into consideration nearby Mission Hills High School where the school day ends at 2:54 p.m. A sizeable educational institution, Mission Hills has more than 2500 students and employs several hundred teachers and staff. Anyone who has been in the area when school lets out knows that the roadways are then flooded with vehicles, some driven by students and staff and others by parents (since San Marcos has largely done away with school busing). At the same time, sidewalks are thronged with pedestrians; indeed, shortly after 3:00 p.m., crosswalks at the intersection of Mission and Mulberry are the busiest in the city when dozens and dozens of students cross legally and illegally and vehicle traffic is delayed accordingly. But this time period, it should be noted, falls entirely outside the Report's chosen p.m. peak hours of 4:00-6:00.

In fact, the choice of these "peak hours" may be idiosyncratic. Mike Calandra is a Senior Research Analyst and SANDAG's specialist in traffic issues; about his responsibilities, he writes, "I actually run the regional travel demand model for SANDAG, as well as the public and private sectors." Calandra notes that SANDAG's standard definition of peak hours are 6am-9am and 3pm-6pm; these are widely known and widely used, and they appear in documents distributed by SANDAG as models for planners in various communities. Calandra is puzzled, consequently, by the truncated definition of peak hours used in the Traffic Report for the Mulberry Project: "I am not sure how or why the EIR you note below refers to two-hour peak periods. This could be City of San Marcos policy, how the traffic consultant does the analysis, or an oversight..??" (See his letter in my Appendix)

That raises a question: Does the use of a shortened two-hour definition of "peak hours" in the Mulberry Traffic Report—as opposed to the more conventional three-hour definition used by SANDAG—really make any difference? To answer that, consider the following table for the roadway segment of Mulberry between Borden and Mission—in other words, the street right in front of the project and the site of the project's driveway (see the Report's original data sheet in my Appendix):

PM Period	TOTAL Vehicle Traffic
12:00/12:00-1:00 pm	509
13:00/1:00-2:00 pm	419
14:00/ 2:00-3:00 pm	577
15:00/3:00-4:00 pm	872
16:00/4:00-5:00 pm	778
17:00/5:00-6:00 pm	961
18:00/6:00-7:00 pm	616
19:00/7:00-8:00 pm	389
20:00/8:00-9:00 pm	306
21:00/9:00-10:00 pm	197

Now consider: If you chose the two "peak" hours, when would they be? In this case, rather than using the Report's idiosyncratic definition of 4:00-6:00, wouldn't the more accepted SANDAG definition of 3:00-6:00 yield a more accurate picture of the peak hours when measuring traffic impacts?

Another example. One part of the Report evaluates seventeen intersections close to the project, including a very common route home at the end of the school day: from the high school, then south on Woodland Parkway, jogging right on Rancheros and then on to westbound SR-78. If you look at information buried in the Report's appendices, you can ferret out the fact that the hour of heaviest traffic flow on these roadways is (not surprisingly) 3:00-4:00 p.m. The Report itself, however, seems determined to overlook this in its arbitrary fixation on the hours of 4:00-6:00 p.m. as its "peak hours." Again, wouldn't the more conventional (SANDAG) definition of peak hours (3:00- 6:00 p.m.) capture a more accurate view of the traffic situation if the concern is traffic impacts?

These are just two examples of traffic information not captured by the Report's idiosyncratic definition of peak hours. But this also has wider implications in dozens of other pages in the Report since this incomplete data about the present provides the basis for projections about future scenarios.

Conclusion: The Traffic Impact Report should be recalculated and redrafted using SANDAG's conventional definition of peak hours.

3. No consideration is given to Hollandia Dairy's industrial traffic

It is surprising that the Report makes no direct mention of Hollandia Dairy traffic on Mulberry. Quite near the project's single driveway—in fact, just 70 yards to the south and across the street—is the industrial or trucking entrance to Hollandia Dairy. Though nicely hidden by tall shrubbery, the Dairy, it should be said, is not some country barn but a sizeable industrial site. With a footprint double that of the

Mulberry project, the Dairy includes a 30,400 sq. ft. creamery, a 13,500 sq. ft. wastewater facility, as well as outbuildings, offices and storage facilities exceeding 56,000 sq ft. Hollandia is one of the top employers in San Marcos with 222 employees, less than Costco (251) but more than Home Depot (200).

While employees generally enter the site from off of Mission, it is the Mulberry entrance where the main business of this firm is transacted. Eighteen-wheel vehicles (long-haul trucks and trailers) routinely enter and exit this gate to deliver, as they proudly boast on their website, "fresh milk and by-products to all of San Diego County, Orange County, and portions of Los Angeles, Riverside and San Bernardino Counties." A recent Google Earth photo (see my Appendix) shows more than seventy trucks or trailers on the property and clustered near the gate on Mulberry.

Since Hollandia's Mulberry Gate is less than a stone's throw from the entrance to this project and its 126 households, direct consideration ought to be given to the Dairy in the Traffic Report. Even if the ultimate conclusion is that its impact is insignificant, this issue merits mention. And since the Report also addresses traffic impacts during the project's construction period, attention ought to be paid as well to how the Dairy's eighteen-wheelers will need to compete with what the Report estimates to be 260 truck trips a day (28 an hour) traveling to and from the construction site.

Conclusion: The Traffic Impact Report should be rewritten to take into consideration Hollandia Dairy's industrial traffic on Mulberry.

4. Would an Amended Traffic Report make any difference in final determination of this project?

A corrected Traffic Report might or might not result in the same Mitigated Negative Declaration. But that is not the point. The purpose of the Traffic Report--along with the other sixteen parts of the environmental review--is to provide the public, the Planning Commission, and the City Council with an accurate and complete understanding of the proposed project. In its present form, it does neither. Because of its unconventional and truncated definition of "peak hours," calculations are skewed. Because of missing data with regards to Hollandia Dairy, an incomplete picture is given.

5. Is this unfair to the developer?

It must be remembered that, in situations like these, approval is not the "default condition" so that apologies are required for any slowing of that inevitable result. Instead, it is the developer who wishes to change the status quo--asking for zoning changes and plan approvals--and this gives the City and its citizens a timely occasion to consider how the project is not only good for the developer, but good for the City, and finally good for both. To reach that determination, the public and the City, the Planning Commission and the City Council, need a correct and complete vision of the project. In fact, an accurate understanding of the project might result in suggestions about better ways to do things that everybody involved would find preferable. The problem is not with development but with the Report.

6. Isn't this all untimely and unexpected? A monkey wrench thrown in at the last minute?

On the contrary. These issues--the High School, Hollandia Dairy--are obvious to anyone who lives in the neighborhood or is familiar with it. Moreover, I discussed these issues with City staff in early February and in letter sent on February 21 where I stressed the need for the Report to especially address: a) traffic impacts arising from the high school during typical school hours and b) traffic generated by the Hollandia Dairy (see my Appendix). Since these obvious and critical issues are not addressed in the current Traffic Report, it would be best to pause and get things right.

{An appendix of six pages follows}

Subject: Fwd: question about "peak hours"
From: Jerry Griswold (jgriswol@mail.sdsu.edu)
To: jerrygriswold@yahoo.com;
Date: Sunday, April 20, 2014 10:57 PM

----- Forwarded message -----

From: "Calandra, Mike" <Mike.Calandra@sandag.org>
Date: Thu, 10 Apr 2014 20:55:25 +0000
Subject: RE: question about "peak hours"
To: Jerry Griswold <jgriswol@mail.sdsu.edu>

Hi Jerry,

I actually run the regional travel demand model for SANDAG, as well as the public and private sectors. Thus I can answer technical questions but maybe not all of the policy questions.

SANDAG's current travel demand model assigns trips to the network in 3 time periods:

AM Peak Period	6 am – 9 am
PM Peak Period	3 pm – 6 pm
Off Peak in the day	The remaining 18 hours

The travel demand model is completely documented, and you will find these hours listed near the top of page 40 here:

http://www.sandag.org/uploads/publicationid/publicationid_1624_13779.pdf

Although $\frac{1}{2}$ hour different than published in the Not So Brief Guide, that is SANDAG's peak period policy from a travel model standpoint. Two data sources were used to derive these peak period volumes – Travel Behavior Surveys and Caltrans freeway loop detectors.

We use these factors to convert "Peak Period" volumes to "Peak Hour":

AM 0.38

APPENDIX 10f

OM 0.34

I am not sure how or why the EIR you note below refers to two-hour peak periods. This could be City of San Marcos policy, how the traffic consultant does the analysis, or an oversight..??

Hope this helps and best of luck...

- * Mike Calandra
- * Senior Research Analyst
- * San Diego Association of Governments
- * 401 B St Suite 800
- * San Diego, CA 92101
- * (619) 699-6929 - phone, (619) 699-1905 - fax
- * mca@sandag.org<<mailto:mca@sandag.org>>
- * www.sandag.org<<http://www.sandag.org>>

From: Jerry Griswold [mailto:jgriswol@mail.sdsu.edu]

Sent: Thursday, April 10, 2014 10:19 AM

To: Calandra, Mike

Subject: question about "peak hours"

Mike Calandra--

I am hoping you can help an ordinary citizen.

I am looking at a Mitigated Negative Declaration for a condo proposal in San Marcos (still in draft form). I am particularly concerned about traffic impacts, especially because the proposed condo project is quite near Mission Hills High School. In the traffic section of the draft report, the City and its contractor look at nearby intersections in terms of peak hours defined as "a/m" (7:00-9:00 a.m.) and "p/m" (4:00-6:00 pm). The important point is that it ends at 2:54 p.m. As everyone can tell you, that's when roadways and sidewalks and crosswalks are flooded by more than 2500 students as well as school staff (San Marcos has largely done away with school busing). Because the San Marcos report used conventional business commuter times (4:00-6:00 pm) for their "peak hours," I am worried they did not take into consideration the school's hours and capture traffic impacts at the actual peak hours.

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When I look at this particular Mitigated Negative Declaration, it seems to me that the San Marcos document often references SANDAG when identifying the procedures or research protocols they employed. With that in mind, I wonder whether you can point me to SANDAG policies or customs that indicate that the definition of "peak hours" should be sensitive to local circumstances or be wider than those employed by San Marcos? My idea is that I could forward this logic to the folks in San Marcos while the Mitigated Negative Declaration is still in draft form before the April 28 close of the comment period.

In that regard, I note in SANDAG's "(NOT SO) BRIEF GUIDE OF VEHICULAR TRAFFIC GENERATION RATES FOR THE SAN DIEGO REGION" uses as the "p.m." peak 3:00-6:30 p.m. Elsewhere on the internet, I believe in instructions to Solana Beach planners, mention is made of the need to take into consideration the peculiarities of certain locales in deciding what to use as a 'peak" instead of fixating on conventional commuting hours.

I'd be grateful for any help or instruction you might give me.

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Jerry Griswold 760-744-2625

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Jerry Griswold
amazon.com/author/jerrygriswold
website: <http://www-rohan.sdsu.edu/~jgriswol/>
Twitter: @Jerry_Griswold <https://twitter.com/Jerry_Griswold>

VOLUME

Mulberry Dr from Mission Rd to Borden Rd

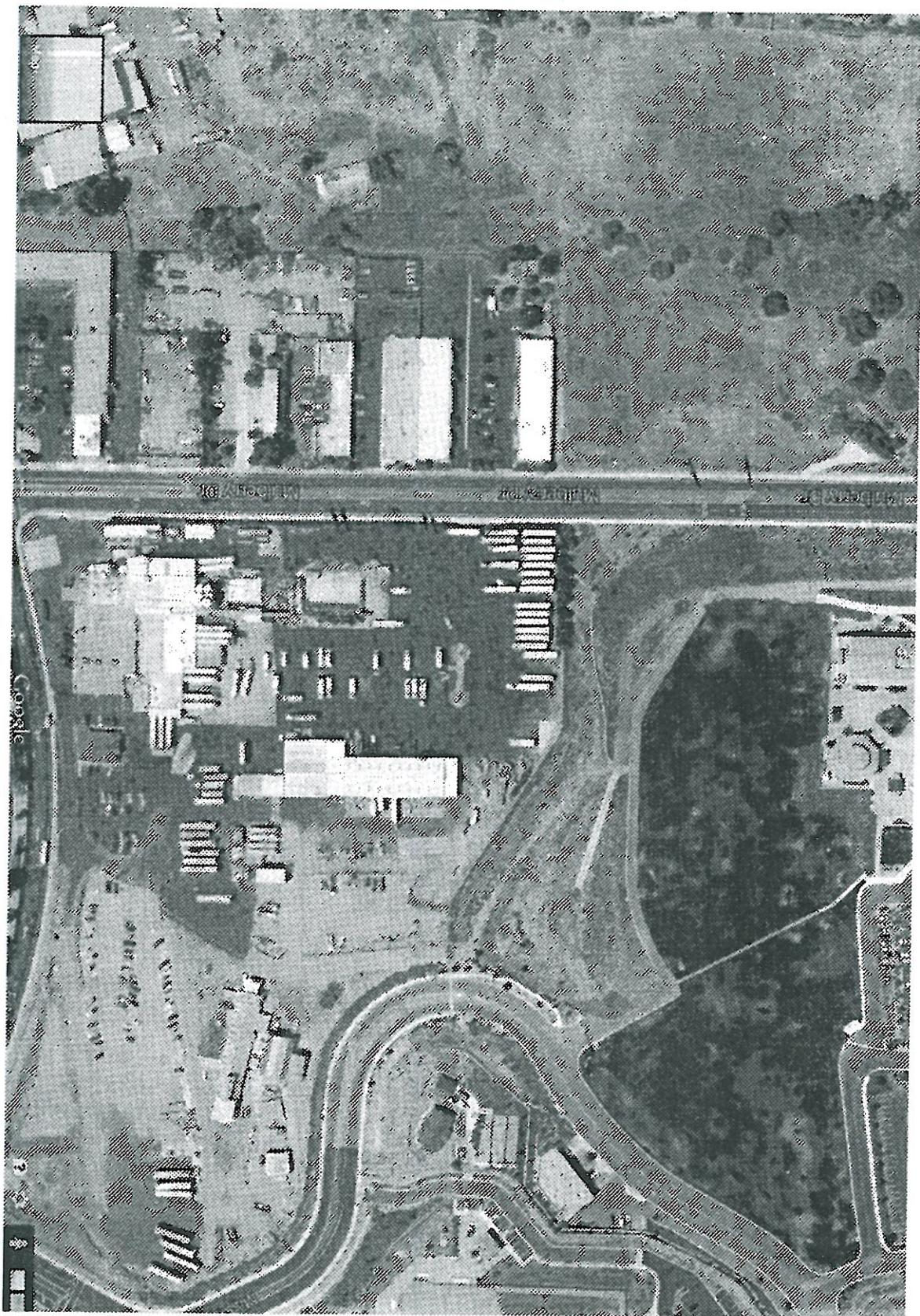
Day: Thursday
Date: 1/23/2014City: San Marcos
Project #: CA14_4022_005

DAILY TOTALS				NB 4,526	SB 4,821	EB 0	WB 0	Total 9,347			
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	4	3			7	12:00	62	67			129
00:15	5	0			5	12:15	78	67			145
00:30	4	1			5	12:30	68	50			118
00:45	2	15	3	7	5	12:45	66	274	51	235	117 509
01:00	2	0			2	13:00	55	50			105
01:15	4	1			5	13:15	50	60			110
01:30	1	0			1	13:30	53	55			108
01:45	1	8	4	5	5	13:45	53	211	43	208	96 419
02:00	0	5			5	14:00	66	64			130
02:15	1	1			2	14:15	85	67			152
02:30	2	2			4	14:30	78	59			137
02:45	2	5	2	10	4	14:45	82	311	76	266	158 577
03:00	0	4			4	15:00	166	107			273
03:15	1	5			6	15:15	125	109			234
03:30	3	5			8	15:30	109	80			189
03:45	0	4	5	19	5	15:45	96	496	80	376	176 872
04:00	2	5			7	16:00	113	78			191
04:15	0	7			7	16:15	111	82			193
04:30	0	9			9	16:30	126	76			202
04:45	4	6	22	43	26	16:45	117	467	75	311	192 778
05:00	4	13			17	17:00	166	85			251
05:15	5	33			38	17:15	167	103			270
05:30	3	41			44	17:30	150	74			224
05:45	10	22	40	127	50	17:45	147	630	69	331	216 961
06:00	8	37			45	18:00	133	61			194
06:15	11	62			73	18:15	106	61			167
06:30	23	107			130	18:30	85	46			131
06:45	37	79	119	325	156	18:45	76	400	48	216	124 616
07:00	24	129			153	19:00	74	41			115
07:15	49	208			257	19:15	71	36			107
07:30	76	243			319	19:30	58	33			91
07:45	113	262	181	761	294	19:45	47	250	29	139	76 389
08:00	63	123			186	20:00	55	24			79
08:15	41	118			159	20:15	41	24			65
08:30	29	125			154	20:30	52	33			85
08:45	42	175	114	480	156	20:45	54	202	23	104	77 306
09:00	37	78			115	21:00	34	26			60
09:15	22	69			91	21:15	42	18			60
09:30	25	59			84	21:30	26	15			41
09:45	39	123	66	272	105	21:45	22	124	14	73	36 197
10:00	29	56			85	22:00	22	12			34
10:15	29	53			82	22:15	23	14			37
10:30	40	48			88	22:30	19	4			23
10:45	40	138	48	205	88	22:45	18	82	6	36	24 118
11:00	48	56			104	23:00	15	8			23
11:15	44	67			111	23:15	7	6			13
11:30	56	57			113	23:30	13	6			19
11:45	50	198	64	244	114	23:45	9	44	8	28	17 72
TOTALS	1035	2498			3533	TOTALS	3491	2323			5814
SPLIT %	29.3%	70.7%			37.8%	SPLIT %	60.0%	40.0%			62.2%

DAILY TOTALS				NB 4,526	SB 4,821	EB 0	WB 0	Total 9,347
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AM Peak Hour	07:15	07:00	07:15	PM Peak Hour	17:00	15:00		17:00
AM Pk Volume	301	761	1056	PM Pk Volume	630	376		961
Pk Hr Factor	0.666	0.783	0.828	Pk Hr Factor	0.943	0.862		0.890
7-9 Volume	437	1241	1678	4-6 Volume	1097	642		1739
7-9 Peak Hour	07:15	07:00	07:15	4-6 Peak Hour	17:00	16:30		17:00
7-9 Pk Volume	301	761	1056	Volume	630	339		961
Pk Hr Factor	0.666	0.783	0.828	Pk Hr Factor	0.943	0.823		0.890

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Subject: comments proposed plan for development on Mulberry
From: Jerry Griswold (jerrygriswold@yahoo.com)
To: gkoller@san-marcos.net;
Date: Friday, February 21, 2014 5:23 PM

Garth Koller, Planner, City of San Marcos
gkoller@san-marcos.net

ref to: Case P13-005. A proposed multi-family development plan on Mulberry Road

Garth Koller:

I am principally concerned with traffic impacts of the proposed multi-family development plan on Mulberry Road (Case P13-005). When a traffic assessment is prepared, I ask that the report specifically take into consideration three areas of concern:

1. Pedestrian traffic, particularly at the intersection of Mulberry and Mission during normal school hours. I believe that intersection is the most heavily used pedestrian crossing in the city; typically, at 3:00 p.m., hundreds of high school students use crosswalks in that area snarling traffic for quite some time. It is important that pedestrian flows (both legal and illegal) be measured at appropriate times on a typical school day (not a partial day) and during the regular school year (not the summer term).

2. Traffic flow from the church across the street from the project (Mission Hills Church) should especially be measured on Sunday. While vehicles access the church throughout the week, traffic on to Borden and thence on to Mulberry (and vice versa) is especially heavy on Sunday from 8:00 am to beyond the last service that begins at 6:00 p.m.

3. Commercial and industrial trucking access the Hollandia Dairy within a few hundred feet of the proposed project. Sixteen-wheel trucks regularly enter and exit the Dairy from a sole and busy access point on Mulberry. As I understand it, raw milk is brought in for processing and fresh milk and by-products are delivered to San Diego County and Orange County, as well as portions of Los Angeles, Riverside and San Bernardino Counties. While I am uncertain about its relevance, nearby the entrance/exit on Mulberry is a sign indicating trucks over seven tons are prohibited.

These and related traffic issues are my major concern with the proposed plan as now presented (I write this on February 21, 2014). I would be grateful if you would put me on the list of folks to be notified when this plan goes through its various stages.

Gratefully,

Jerry Griswold
1068 Fulton Rd.

6 of 6

Koller, Garth

From: Koller, Garth
Sent: Tuesday, May 13, 2014 2:38 PM
To: 'Joe Petrucelli'
Subject: RE: Mulberry Condominium Project

Hi Joe, is there a phone number I can reach you at to discuss this project? Thank you, Garth Koller

From: Joe Petrucelli [mailto:joe_petrucelli@hotmail.com]
Sent: Tuesday, May 13, 2014 9:16 AM
To: Koller, Garth
Subject: Mulberry Condominium Project

Dear Mr. Koller,

The condominium project behind the 7-11 market on Mulberry Drive between Mission and Borden is a bad idea. The surrounding area and the current roads and services will not easily support that type of development. The area is already burdened with highly congested traffic during various times of day and Borden between Mulberry and Woodward already poses some danger to both pedestrians and drivers. This development will enhance those dangers rather than ameliorate them as it adds a significant traffic load. Adding 126 condominium units that will likely all become rentals and result in a transient population will also likely increase crime in the surrounding areas. Our neighborhood (Olive Hills Estates) is already the subject of significant outside traffic from people using Mulberry Park and several times per year is faced with car break-ins and crime. Adding a transient population with no significant ties to the area or vested interest in community will increase this type of activity. The trail system in the area will become as much a burden as it is a boon as it provide egress and ingress to those individuals who are interested in crimes of opportunity. The hill along the trail system behind Fulton is already the site of a number of activities that detract from the surrounding neighborhoods and this will likely increase those activities.

Additionally, Richland School and Woodland Park are nearing capacity and are older schools in need of significant facilities upgrades before they could accept more students. In short, the area is not currently able to absorb the type of additional population that this development will bring to the area.

Adding 700 people on a seven acre lot results in an average occupancy per unit of more than 5 persons. This traffic problems will be made all the worse by the fact that the only logical exit/entry point would be on Mulberry which already has a number of parking lot entrances on it and there is simply not sufficient distance between Borden and Mission to add yet another such parking lot entrance.

On street parking will be needed to provide the cars owned by 700 people, but parking would be immediately adjacent to the roadway. This will create visual hazards because this on street parking will reduce visibility for cars entering and leaving the various parking lots on Mulberry that are already there. Many of those cars are likely going to park on the East side of Mulberry which will further create dangers for both pedestrians and motorists because pedestrians will cross in the middle of the block as happens every day on Mulberry already. The project lies directly in the path of hundreds of students walking to Richland Elementary, Woodland Park Middle School and walking and driving to Mission Hills High School.

While I understand the need for these types of high occupancy developments, this particular development, in this particular location is a bad idea. I urge you to consider the denial of a permit for the development of these

7 acres of property. It would seem a likely place to develop a public park or even light commercial similar to what is already in the area that would provide additional support to the area. Let's talk; together we can continue the excellent city planning that we citizens of San Marcos have come to enjoy.

Thank you,

Joseph Petrucelli

Koller, Garth

To: Dawn
Subject: RE: Condominium project off Mulberry Drive - Please Do Not Let THis Happen!

Hi Dawn, is there a phone number I can reach you at to discuss this project? Thank you, Garth Koller

From: Dawn [<mailto:sillydawni@cox.net>]
Sent: Tuesday, May 13, 2014 10:28 AM
To: Koller, Garth
Subject: Condominium project off Mulberry Drive - Please Do Not Let THis Happen!

Dear Mr. Koller,

The condominium project sited behind the 7-11 market on Mulberry Drive between Mission and Borden will place a very densely populated development in the center of an otherwise quiet and peaceful neighborhood.

The plan here is to build and rent 126 condos that vary in size, facilities and inhabitants. That means that some 700 people will regularly live on the seven acres included in the housing complex. That is an average occupancy per unit of more than 5 persons and means that there will be many times the number of cars coming and going as those that came by previous to the development. This traffic jam will be heightened by the fact that only one direction roadway can only be transited through a one lane exit/entry point.

On street parking will be needed to provide the cars owned by 700 people, but parking would be immediately adjacent to the roadway and from half the cars, it would entail walking across a busy roadway or walking to a signaled corner more than the length of a football field each way. The project lies directly in the path of hundreds of students walking and driving to Mission Hills High School. We owe it to the future generations of San Diego North County residents to provide safe easy well maintained accesses to their schools.

I urge you to consider the denial of a permit for the development of these 7 acres of property. It will ruin and devalue the homes that currently overlook that property. It would be better suited as a place to develop a public park or Single level Houses instead. With Single level houses they would have their own streets and driveways to park on and a lot less people living there. When we moved here years back "The City of San Marcos" promised us citizens of "Country park like living" and no buildings over two stories. I see over the last five years that the "City" has forgotten their promise!

I'm also very concerned with the Schools, especially "Richland Elementary". We are already overcrowded with 35 students in the class room. We are still awaiting "The City of San Marcos" to fix the streets around Richland to help with parking and pick up for the school. I believe that's more of a priority then putting in more apartment/condos in that we don't have room for. This school can not take on anymore students. Nor can the Middle and High School. Has anyone bothered to think about that situation.

Let's talk; together we can continue the excellent city planning that we citizens of San Marcos have come to enjoy.

Thank you,
Dawn Brock

782 Mandevilla Ct
San Marcos, CA 92069

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Koller, Garth

To: Lorena Lomeli-Hixon
Subject: RE: Condominium Project

Good morning, I have received several letters in this format over the past week. Tomorrow at 4:00 p.m., the City is hosting a meeting with the developer to go over the details of the project & more importantly give you & your neighbors an opportunity to ask direct question to the developer, DR Horton. This project goes to the Planning Commission hearing on Monday May 19th at 6:30 p.m.

Please let me know if you can attend this meeting tomorrow, if you would be kind enough to provide a phone number so I can call you & discuss the project with you that would be great.

Thank you,
Garth Koller

From: Lorena Lomeli-Hixon [<mailto:lorenahixon@me.com>]
Sent: Wednesday, May 14, 2014 7:50 AM
To: Koller, Garth
Subject: Re: Condominium Project

Dear Mr. Koller,

The condominium project sited behind the 7-11 market on Mulberry Drive between Mission and Borden will place a very densely populated development in the center of an otherwise quiet and peaceful neighborhood.

The plan here is to build and rent 126 condos that vary in size, facilities and inhabitants. That means that some 700 people will regularly live on the seven acres included in the housing complex. That is an average occupancy per unit of more than 5 persons and means that there will be many times the number of cars coming and going as those that came by previous to the development. This traffic jam will be heightened by the fact that only one direction roadway can only be transited through a one lane exit/entry point.

On street parking will be needed to provide the cars owned by 700 people, but parking would be immediately adjacent to the roadway and from half the cars, it would entail walking across a busy roadway or walking to a signaled corner more than the length of a football field each way. The project lies directly in the path of hundreds of students walking and driving to Mission Hills High School. We owe it to the future generations of San Diego North County residents to provide safe easy well maintained accesses to their schools.

I urge you to consider the denial of a permit for the development of these 7 acres of property. It would seem a likely place to develop a public park instead. Let's talk; together we can continue the excellent city planning that we citizens of San Marcos have come to enjoy.

Thank you,

Lorena Hixon

Koller, Garth

To: Wendy Matthews
Subject: RE: Housing developing on Mulberry near Mission

Hi Wendy, is there a number I can reach you at to discuss this project? Thank you, Garth Koller

From: Wendy Matthews [<mailto:wendycmatthews@yahoo.com>]

Sent: Tuesday, May 13, 2014 10:22 AM

To: Koller, Garth

Subject: Housing developing on Mulberry near Mission

Mr. Koller,

I'm writing to express my concern about the proposed development of the big condominium project I see posted on Mulberry Drive. The concern is the density of people and cars which will result from this development. It seems like this will be cramming 10 pounds of sand into a 5 pound bag. Furthermore, I am concerned about traffic and safety issues that are sure to result. How can it not when you add 500-700 more people and automobiles into a small parcel of land so close to where hundreds of high school students are walking to Mission Hills High School.

I live in this neighborhood and object to the building of multi-tenant housing in what is otherwise a very nice single family dwelling community. Please do not approve any building permit to allow for this type of development.

Thank you,

Wendy Matthews

Koller, Garth

From: Bob LaDue [bobladue@gmail.com]
Sent: Tuesday, May 13, 2014 8:20 AM
To: Koller, Garth
Subject: New development of 126 units of condo's on Mulberry behind 7-11

Dear Mr. Koller,

The condominium project sited behind the 7-11 market on Mulberry Drive between Mission and Borden will place a very densely populated development in the center of an otherwise quiet and peaceful neighborhood.

The plan here is to build and rent 126 condos that vary in size, facilities and inhabitants. That means that some 700 people will regularly live on the seven acres included in the housing complex. That is an average occupancy per unit of more than 5 persons and means that there will be many times the number of cars coming and going as those that came by previous to the development. This traffic jam will be heightened by the fact that only one direction roadway can only be transited through a one lane exit/entry point.

On street parking will be needed to provide the cars owned by 700 people, but parking would be immediately adjacent to the roadway and from half the cars, it would entail walking across a busy roadway or walking to a signaled corner more than the length of a football field each way. The project lies directly in the path of hundreds of students walking and driving to Mission Hills High School. We owe it to the future generations of San Diego North County residents to provide safe easy well maintained accesses to their schools.

I urge you to consider the denial of a permit for the development of these 7 acres of property. It would seem a likely place to develop a public park instead. Let's talk; together we can continue the excellent city planning that we citizens of San Marcos have come to enjoy.

Thanks,
Bob

Bob LaDue
Sr. Loan Consultant/ Realtor
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DRE #: 01426109

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Koller, Garth

From: Chad & Michelle Burgess [mc_burgess@yahoo.com]
Sent: Wednesday, May 14, 2014 2:07 PM
To: Koller, Garth
Subject: proposed condominium project

Dear Mr. Koller,

The condominium project sited behind the 7-11 market on Mulberry Drive between Mission and Borden will place a very densely populated development in the center of an otherwise quiet and peaceful neighborhood.

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I urge you to consider the denial of a permit for the development of these 7 acres of property. It would seem a likely place to develop a public park instead. Let's talk; together we can continue the excellent city planning that we citizens of San Marcos have come to enjoy.

Thank you,
Michelle Burgess

Koller, Garth

From: Ron Broide [rbroide@cox.net]
Sent: Monday, May 12, 2014 10:49 PM
To: Koller, Garth
Subject: New development of 126 units of condo's on Mulberry behind 7-11

Dear Mr. Koller,

The condominium project sited behind the 7-11 market on Mulberry Drive between Mission and Borden will place a very densely populated development in the center of an otherwise quiet and peaceful neighborhood.

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Thank you,

Ron Broide
787 Settlers Court
San Marcos