

# **PALOMAR COMMUNITY COLLEGE DISTRICT SOUTH EDUCATION CENTER RECIRCULATED DRAFT EIR COMMENTS, RESPONSES AND REVISIONS**

## **Introduction**

Pursuant to the California Environmental Quality Act (CEQA) Guidelines, a Recirculated Draft Environmental Impact Report (DEIR) was prepared by the Palomar Community College District (PCCD) for the proposed PCCD South Education Center EIR (SCH #2015081039). A DEIR for the proposed project was previously circulated for public review between October 23, 2015 and December 7, 2015. Comments received during this review period are provided in Attachment 1 following this section. According to CEQA Guidelines Section 15088.5(f) (3), the comments received on the prior Draft EIR would become part of the administrative record, but written responses to those comments are not required. PCCD determined that additional analysis relating to Air Quality and Energy; Greenhouse Gas Emissions; Noise, Transportation, Traffic, and Parking; and Alternatives was required based on comments received during the initial review of the DEIR. The DEIR was recirculated to the Governor's Office of Planning and Research State Clearinghouse for a 45-day public review period beginning on March 25, 2016 and ending on May 11, 2016. During that time, the document was reviewed by various state and local agencies, as well as by interested individuals and organizations. A letter was received from the Governor's Office of Planning and Research indicating that the State Clearinghouse submitted the DEIR to selected state agencies for review. Written comments were received from the following agencies United States Army Corps of Engineers (USACE), California Department of Fish and Wildlife (CDFW), California Department of Transportation (Caltrans) District 11, California Department of Toxic Substance Control, San Diego Metropolitan Transportation System (MTS), and the City of San Diego. Written comments were also received from 54 individuals or groups. All comments received by PCCD have been fully addressed in written responses. The public review comments and PCCD's corresponding responses are provided at the end of this section. Per CEQA Guidelines Section 15088.5(f) (3), the comments received on the prior DEIR are included in Attachment 1 and are part of the administrative record. However, written responses to those comments are not required.

This Final EIR includes the following items as required in Section 15132 of the State CEQA Guidelines

- The DEIR or a revision of the draft;
- Comments and recommendations received on the DEIR;

- List of persons, organizations and public agencies commenting on the DEIR;
- Responses of the lead agency to significant environmental points raised in the review; and
- Any additional information considered pertinent by the lead agency.

## Revisions to the Draft EIR

The Final EIR includes minor text and graphical clarifications to the DEIR as a result of the comments received during the public review period. Material added or deleted to the DEIR and technical reports are identified in tracking mode in the Final EIR (~~strikeout~~ for deletion/underline for insertion), so that the original and revised text may be compared.

The clarifications to the EIR do not result in any new significant environmental impacts, an increase in the severity of previously identified project impacts, or new feasible project alternatives or mitigation measures that are considerably different from others previously analyzed. Therefore, these clarifications do not trigger recirculation of the EIR, per Section 15088.5 of the CEQA Guidelines.

## Draft EIR Comments and Responses

The written comments provided on the following pages were submitted to PCCD during the public review period for the PCCD South Education Center Recirculated DEIR (SCH No. 2015081039) dated March 25, 2016. All comment letters received were individually numbered, as indicated below in the Comment Letter Index. Responses to each comment are provided after the appropriate comment letter. Some comment letters received during the DEIR public review period contained comments that resulted in changes to the Final EIR text.

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**Letter S1 California Governor's Office of Planning and Research State Clearinghouse**



Edmund G. Brown Jr.  
Governor

STATE OF CALIFORNIA  
Governor's Office of Planning and Research  
State Clearinghouse and Planning Unit



Ken Alex  
Director

May 12, 2016

Dennis D. Astl  
Palomar Community College District  
2554 Sweetwater Springs Boulevard  
San Marcos, CA 92069-1487

Subject: Palomar Community College District South Education Center  
SCH#: 2015081039

Dear Dennis D. Astl:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on May 11, 2016, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

S1-1

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan  
Director, State Clearinghouse



## **Response to Letter S1**

- S1-1** This comment letter states that the Governor's Office of Planning and Research (OPR) submitted the DEIR to selected state agencies for review. The letter also confirms that the DEIR public review period closed on May 11, 2016 and includes a list of agencies that received the EIR. No further response is necessary.



**Letter S2 California Department of Fish and Wildlife**

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

EDMUND G. BROWN JR., Governor  
 CHARLTON H. BONHAM, Director



April 28, 2016

Mr. Dennis D. Astl  
 Palomar Community College District  
 2554 Sweetwater Springs Boulevard  
 San Marcos, CA 92069-1487  
 dastl@palomar.edu

**Subject: Comments on the Recirculated Draft Environmental Impact Report for the Palomar Community College District South Education Center SCH#2015081039**

Dear Mr. Astl:

The California Department of Fish and Wildlife (Department) has reviewed the above-referenced Palomar Community College District (District) South Education Center Recirculated Draft Environmental Impact Report (RDEIR). The following statements and comments have been prepared pursuant to the Department's authority as Trustee Agency with jurisdiction over natural resources affected by the project (California Environmental Quality Act, [CEQA] Guidelines § 15386) and pursuant to our authority as a Responsible Agency under CEQA Guidelines section 15381 over those aspects of the proposed project that come under the purview of the California Endangered Species Act (Fish and Game Code § 2050 *et seq.*) and Fish and Game Code section 1600 *et seq.* The Department also administers the Natural Community Conservation Planning (NCCP) program.

The proposed project would establish the District South Education Center on the 27-acre property located at 11111 Rancho Bernardo Road. The proposed project would convert the existing four-story, 110,000-square foot building into a comprehensive community college education center and campus police facility and construct a new 1,200-foot long loop road. In addition, the project would implement drainage improvements and install walkways and landscaping. Additional sources of security lighting would be installed in the parking lots, on buildings, along the new roadway, and in new landscape areas. Conversion of the existing building would include construction of three four-story stairwells and interior tenant improvements.

**S2-1**

The Department offers the following comments and recommendations to assist the District in avoiding or minimizing potential project impacts on biological resources.

Section 3.2.2 of the RDEIR states that a previous mitigated negative declaration was prepared by the city of San Diego for the project site. The Department recommends the final EIR include a detailed accounting for any prior mitigation completed to compensate for impacts resulting from prior construction on the project site and an explanation of how any prior mitigation qualifies for the current project given any temporal loss of habitat availability to wildlife. On site habitat delineated as non-native grassland should be recognized as potential foraging habitat for raptor species. Although the loss of 5.47 acres of this habitat is indicated in the RDEIR, there is no proposal for mitigation. The RDEIR states that the habitat is of very low quality and biological function. However, habitats of limited value for nesting may be important for foraging

**S2-2**

Mr. Dennis D. Astl  
Palomar Community College District  
April 28, 2016  
Page 2 of 2

by predatory species. Cumulatively, raptor foraging habitat loss may be significant, and impacts to this resource warrant mitigation. The Department, therefore, recommends that any project-related impacts to non-native grassland that have not been previously mitigated be mitigated at a loss ratio of at least 0.5:1.

**S2-2  
cont.**

We appreciate the opportunity to comment on the referenced RDEIR. Questions regarding this letter and further coordination on these issues should be directed to Eric Hollenbeck at (858) 467-2720 or Eric.Hollenbeck@wildlife.ca.gov.

**S2-3**

Sincerely,



Gail K. Sevens  
Environmental Program Manager  
South Coast Region

cc: Patrick Gower (U.S. Fish and Wildlife Service)  
Scott Morgan (State Clearinghouse)

## Response to Letter S2

- S2-1** This comment is introductory in nature and no further response is necessary.
- S2-2** A total of 12.6 acres of open space including natural vegetation communities on the southern slopes of the project site were avoided with prior approval of the Rancho Bernardo Industrial Park Lot 11 – Project No. 1096 (Vesting Tentative Map No. 2259, Planned Development Permit No. 196193, and Site Development Permit No. 2260). This included an undeveloped 8.9 acre parcel and an undeveloped 3.72 acre site with recorded conservation/open space easement. Protected open space areas on the site include approximately 6.6 acres of coastal sage scrub, 2.7 acres of southern mixed chaparral, and 0.6 acre of perennial native grassland. New development associated with the proposed project would not encroach on existing adjacent conservation easement. This information will be added to Section 4.3.1.2 of the EIR.
- S2-3** This comment provides closing comments and does not raise a significant environmental issue for which a response is required.

## Letter S3 California Department of Transportation, District 11

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN Jr., Governor

### DEPARTMENT OF TRANSPORTATION

DISTRICT 11, DIVISION OF PLANNING

4050 TAYLOR ST, M.S. 240

SAN DIEGO, CA 92110

PHONE (619) 688-6960

FAX (619) 688-4299

TTY 711

www.dot.ca.gov



*Serious drought.  
Help save water!*

April 19, 2016

11-SD-15

PM 23.68

South Education Center

TIS SCH#2015081039

Mr. Dennis Astl  
Palomar Community College District  
2554 Sweetwater Springs Boulevard  
San Marcos, CA 92069-1487

Dear Mr. Astl:

The California Department of Transportation (Caltrans) has received the revised Traffic Impact Study (TIS) as part of the Draft Environmental Impact Report (DEIR) for the South Education Center Project (SCH# 2015081039), dated October 23, 2015, located on Rancho Bernardo Road near Interstate 15 (I-15). Caltrans previously commented on the TIS dated July 31, 2015 and responded November 5, 2015. Caltrans has further comments at this time. **S3-1**

If you have any questions, please contact Roy Abboud at (619) 688-6968.

Sincerely,

A handwritten signature in black ink, appearing to read "JMA", written over a horizontal line.

JACOB M. ARMSTRONG, Branch Chief  
Development Review Branch



STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN Jr., Governor

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 11, DIVISION OF PLANNING

4050 TAYLOR ST, M.S. 240

SAN DIEGO, CA 92110

PHONE (619) 688-6960

FAX (619) 688-4299

TTY 711

www.dot.ca.gov



*Serious drought.  
Help save water!*

November 5, 2015

11-SD-15

PM 23.68

South Education Center

TIS SCH#2015081039

Mr. Dennis Astl  
Palomar Community College District  
2554 Sweetwater Springs Boulevard  
San Marcos, CA 92069-1487

Dear Mr. Astl:

The California Department of Transportation (Caltrans) has received the Traffic Impact Study (TIS) as part of the Draft Environmental Impact Report (DEIR) for the South Education Center Project (SCH# 2015081039), dated July 31, 2015, located on Rancho Bernardo Road near Interstate 15 (I-15). Caltrans has the following comments:

S3-2

The proposed project is located in the City of San Diego, and approximately 0.8 miles west of Interstate 15 (I-15) on the southeast corner of the Rancho Bernardo Road/Matinal Road intersection. Based on the report, 3470 full-time equivalent students (FTES) could be accommodated by the education center, and the proposed project will generate approximately 1910 ADT with 159 inbound, 32 outbound trips in the AM Peak Hours, and 160 inbound, 50 outbound in the PM Peak Hours.

S3-3

A daily trip generation of 0.55 trips per student as stated in Section 8.1 Trip Generation appears too low. SANDAG Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region shows 1.2/student which should increase the traffic volumes for this proposed College Education Center.

S3-4

It was also stated in the trip generation section that the education center would function differently and the characteristics are unique. Please explain.

S3-5

If you have any questions, please contact Roy Abboud at (619) 688-6968.

Sincerely,

JACOB M. ARMSTRONG, Branch Chief  
Development Review Branch

## Response to Letter S3

- S3-1** The comment letter indicates that Caltrans has no further comments. No further response is necessary.
- S3-2** This comment acknowledges the commenter received the previously circulated DEIR on July 31, 2015. No further response is necessary.
- S3-3** This comment discusses some of the assumptions used in the traffic analysis. Note that the information that is cited in this comment letter from the previously circulated DEIR is outdated and has been revised. See Section 3.4.1 of the DEIR for a discussion of FTES. See Table 4.8-4 in Section 4.8 of the DEIR for a discussion of ADT. No further response necessary.
- S3-4** The EIR traffic analysis was revised using the SANDAG trip generation rate of 1.2 trips per student for a community college land use, as shown in the Final EIR. See Section 4.8.3.1 for discussion regarding trip per student generation rate. No further response necessary.
- S3-5** The trip generation analysis has been revised to be consistent with the SANDAG trip generation rate of 1.2 trips per student for a community college. See Section 4.8.3.1 for discussion regarding trip per student generation rate. No further response required.

**Letter S4 California Department of Toxic Substances Control**

Matthew Rodriguez  
Secretary for  
Environmental Protection



## Department of Toxic Substances Control

Barbara A. Lee, Director  
5796 Corporate Avenue  
Cypress, California 90630



Edmund G. Brown Jr.  
Governor

May 2, 2016

Mr. Dennis D. Astl  
Palomar Community College District  
2554 Sweetwater Springs Boulevard  
San Marcos, California 92069-1487

DRAFT ENVIRONMENTAL IMPACT REPORT FOR PALOMAR COMMUNITY  
COLLEGE DISTRICT, SOUTH EDUCATION CENTER, 11111 RANCHO BERNARDO  
ROAD, SAN DIEGO, CALIFORNIA (SCH# 2015081039)

Dear Mr. Astl:

The Department of Toxic Substances Control (DTSC) has reviewed the Draft Environmental Impact Report for the subject project. The proposed project would (1) convert the existing four story, 110,000-square foot building into a comprehensive community college center; (2) construct a new 1,200-foot long loop road, (3) implement drainage improvements and (4) install walkways, hardscape areas and landscaping. DTSC's comments are as follows:

S4-1

1. An existing building would be converted to a college center. Building modernization may be needed and DTSC recommends the potential health concerns associated with former building materials be addressed if the existing building was built prior to 1980. See attached DTSC's Community Update, School Modernization – Environmental Guidance & Resources, dated February 2016.

S4-2

2. If the existing site buildings were constructed prior to 1978, lead-based paint and organochlorine pesticides (from termiticide applications) may be potential environmental concerns at the site. DTSC recommends that these environmental concerns be investigated and possibly mitigated, in accordance with DTSC's *Interim Guidance, Evaluation of School Sites with Potential Soil Contamination as a Result of Lead from Lead-Based Paint, Organochlorine Pesticides from Termiticides, and Polychlorinated Biphenyls from Electrical Transformers*, dated June 9, 2006 and . A copy can be accessed at <https://www.dtsc.ca.gov/Schools/SchoolsAdvGuidance.cfm>.

S4-3

Dennis D. Astl  
May 2, 2016  
Page 2

3. If the site was previously used for agricultural purposes, pesticides (DDT, DDE, toxaphene) and fertilizers (usually containing heavy metals) commonly used as part of agricultural operations are likely to be present. These agricultural chemicals are persistent and bio-accumulative toxic substances. DTSC recommends that these environmental concerns be investigated and possibly mitigated, in accordance with the *"Interim Guidance for Sampling Agricultural Soils (Third Revision)"*, dated August 2008 (<https://www.dtsc.ca.gov/Schools/SchoolsAdvGuidance.cfm>). This guidance should be followed to sample agricultural properties where development is anticipated.

S4-4

DTSC is also administering the Cleanup Loans and Environmental Assistance to Neighborhoods (CLEAN) Program which provides low-interest loans to investigate and cleanup hazardous materials at properties where redevelopment is likely to have a beneficial impact to a community. These loans are available to developers, businesses, schools, and local governments.

S4-5

For additional information on DTSC's School process or CLEAN Program, please visit DTSC's web site at [www.dtsc.ca.gov](http://www.dtsc.ca.gov). If you would like to discuss this matter further, please contact Ms. Chia Rin Yen at 714-484-5417 or [ChiaRin.Yen@dtsc.ca.gov](mailto:ChiaRin.Yen@dtsc.ca.gov).

Sincerely,



Yolanda Garza  
Unit Chief  
Schools Evaluation and Brownfields Cleanup Branch  
Brownfields and Environmental Restoration Program

Enclosure

cc: See next page.



Dennis D. Astl  
May 2, 2016  
Page 3

cc: (via e-mail)

State Clearinghouse  
Office of Planning and Research  
[state.clearinghouse@opr.ca.gov](mailto:state.clearinghouse@opr.ca.gov)

Mr. Michael O'Neill  
Department of Education – Sacramento, CA  
[moneill@cde.ca.gov](mailto:moneill@cde.ca.gov)

John Gordon  
Department of Education – Sacramento, CA  
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Mr. Dave Kereazis  
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[Dave.Kereazis@dtsc.ca.gov](mailto:Dave.Kereazis@dtsc.ca.gov)

Ms. Rana Georges  
Schools Evaluation and Brownfields Cleanup Branch  
[Rana.Georges@dtsc.ca.gov](mailto:Rana.Georges@dtsc.ca.gov)

Ms. Chia Rin Yen  
Schools Evaluation and Brownfields Cleanup Branch  
[ChiaRin.Yen@dtsc.ca.gov](mailto:ChiaRin.Yen@dtsc.ca.gov)

# COMMUNITY UPDATE

The mission of DTSC is to protect California's people and environment from harmful effects of toxic substances by restoring contaminated resources, enforcing hazardous waste laws, reducing hazardous waste generation, and encouraging the manufacture of chemically safer products.

## School Modernization – Environmental Guidance & Resources

The Department of Toxic Substances Control (DTSC) exercises its regulatory authority at a school property when a release or threatened release of a hazardous substance has occurred. To assist school districts, DTSC developed this brochure to describe the federal and state regulatory requirements, and best management practices that should be complied with to ensure renovated school buildings provide a safe and healthy environment. For more information about state environmental requirements for schools, please view DTSC's website at:

<http://www.dtsc.ca.gov/Schools/index.cfm>

Federal and state agencies provide guidance and resources for the safe management of hazardous materials commonly present in older schools. Typical hazardous materials found in schools constructed, or renovated between 1950 and 1980 include friable asbestos containing materials, lead based paint, pesticides and polychlorinated biphenyls. DTSC encourages school districts conducting routine repair and modernization work at older schools to contact the appropriate federal and state agencies to ensure full compliance with specific requirements for proper management and disposal of hazardous materials and potentially hazardous construction and demolition debris.

DTSC's professional staff is available to provide school districts regulatory guidance and cleanup oversight through its Schools Program. Regulatory and technical consultation with DTSC is recommended through Voluntary Cleanup Agreements or other mechanisms. Additional information is available at DTSC's website:

<http://www.dtsc.ca.gov/Schools/SchoolsFAQS.cfm>

### Asbestos

Commercial use of asbestos in the United States began in the early 1900s. Asbestos-containing-material (ACM) was used to create numerous products, including insulation, acoustic ceiling tiles and fireproofing. Use of ACM was prevalent in school buildings constructed after World War II until the late 1970s. The United States Environmental Protection Agency (USEPA) estimates ACM is present in most of the nation's primary, secondary and charter schools.

Under the Asbestos Hazard Emergency Response Act (AHERA - Public Law 99-519) all non-profit elementary and secondary schools, both public and private, are required to inspect their school buildings for ACM, prepare management plans and take action to prevent and/or reduce friable asbestos hazards.

USEPA provides guidance on implementation of the AHERA Rule and School Asbestos Management Plans. Existing federal regulations require school districts properly test, manage and dispose of ACM that contains friable asbestos.

<https://www2.epa.gov/asbestos/school-buildings>

The California Department of Education's website provides information to determine the need for abatement of friable or potentially friable asbestos at schools. Please view at: <http://www.cde.ca.gov/ls/fa/hs/>

### Lead Based Paint

School buildings constructed prior to 1978 are likely to contain lead based paint. However, surplus lead based paint was still used for more than a decade after it was banned in 1978. The California Lead-Safe Schools Protection Act (California



## Department of Toxic Substances Control – Fact Sheet

February 2016

# COMMUNITY UPDATE

The mission of DTSC is to protect California's people and environment from harmful effects of toxic substances by restoring contaminated resources, enforcing hazardous waste laws, reducing hazardous waste generation, and encouraging the manufacture of chemically safer products.

Education Code, Section 32240-32245) requires lead based paint hazards be minimized in the course of school repair and maintenance programs, and abatement procedures. School districts' adherence to these regulations will prevent or eliminate the potential for children's exposure to lead based paint contaminated dust and soil.

USEPA provides comprehensive information about the health effects caused by exposure to lead based paint, and options for safe management and removal. Please see USEPA's website at: [www.epa.gov/lead](http://www.epa.gov/lead)

## Pesticides

The Healthy Schools Act of 2000 (Assembly Bill 2260) established requirements for pesticide application at public K-12 schools and licensed child day care facilities. The law includes right-to-know, posting, recordkeeping and reporting requirements for pesticides applied at schools. To comply with the Healthy Schools Act, the California Department of Pesticide Regulation (DPR) requires schools develop an integrated pesticide management plan (IPM). Please see DPR's School IPM webpage for additional information and resources:

<http://apps.cdpr.ca.gov/schoolipm/main.cfm>

## Polychlorinated Biphenyls (PCBs)

PCBs have been detected in building materials and soil at schools that were constructed or renovated between 1950 and 1980. During that era, use of PCBs in building materials was common practice at school buildings constructed nationwide. PCBs were commonly used in numerous types of building materials, including caulk, adhesives, paint, cement, grout, window glazing, sealants, wood floor finishes, and fluorescent light ballasts. Weathered PCB contaminated building materials may result in their release to the school environment. Students and staff may be exposed to PCBs through inhalation (vapors or air borne dust); and ingestion (contaminated dust or soil).

DTSC recommends school districts address potential sources and exposure to PCBs from building materials prior to conducting modernization work at older schools. For additional information regarding the assessment, management, and safe removal and disposal of PCB contaminated building materials at schools, please view USEPA's website at: <http://www3.epa.gov/epawaste/hazard/tsd/pcbs/pubs/caulk/>

## State and Federal Agencies Promoting Healthy Schools

The California Department of Education's Health and Safety website provides extensive information regarding the safe management of asbestos in school buildings, lead hazards in California's public elementary schools and child care centers, PCB's in caulking and light ballasts, and integrated pest management. Please find the following link for the California Department of Education's website: <http://www.cde.ca.gov/ls/fa/hs/>

USEPA's Healthy School Environments Program is designed to provide access to the many programs and resources available to help prevent and resolve environmental issues in schools.

Additionally, USEPA has developed a "Sensible Guide for Healthier School Renovations – Key Environmental Considerations When Renovating Schools and Childcare Facilities."

To learn more, please visit USEPA's website at: [www.epa.gov/schools](http://www.epa.gov/schools).

## Response to Letter S4

- S4-1** This comment is introductory in nature and no further response is necessary.
- S4-2** As described in Section 3.2.2 of the EIR, construction of one of the three 110,000 square-foot office buildings, the parking structure, a portion of the surface parking areas, and designation of the open space easement occurred in 2009. As such, no further action is required for building modernization or addressing health concerns related to former building materials.
- S4-3** See response to comment S4-2.
- S4-4** The project site was not previously used for agricultural purposes and no agricultural chemicals are present on site. As described in the Geotechnical Report provided in Appendix B of the DEIR, the site was previously graded in two phases between October 1999 and June of 2009, which resulted in the current graded configuration. The existing soil and geologic conditions on the site primarily include previously placed fill materials with compacted depths that range from 12-14 feet and in excess of 40 feet near the top of the northern slope of the project site.
- S4-5** This comment provides closing comments and does not raise a significant environmental issue for which a response is required.



**Letter L1 City of San Diego Planning Department****Planning Department**

May 9, 2016

VIA EMAIL TO: [dastl@palomar.edu](mailto:dastl@palomar.edu)

Mr. Dennis Astl  
 Palomar Community College District  
 1140 West Mission Road  
 San Marcos, CA 92069-1487

Reference/Subject: City of San Diego Comments on the Recirculated Draft EIR for Palomar  
 Community College District South Education Center (SCH# 2015081039)

Dear Mr. Astl:

The City of San Diego ("City") has received the Recirculated Draft Environmental Impact Report (EIR) prepared by the Palomar Community College District ("District") and distributed it to multiple City departments for review. The City, as a Responsible Agency under CEQA, has reviewed the Draft EIR and appreciates this opportunity to provide comments to the District.

In response to this request for public comments, the City has identified potential environmental issues that may result in a significant impact to the environment that have not been adequately addressed in the Draft EIR. The City's main concerns are related to the transportation and traffic analysis, a concern previously raised in our December 2015 letter, and the greenhouse gas emissions analysis. A call was made to the District consultant, Atkins, in late April 2016, to discuss comments prior to the preparation of this letter. No return call has been received as of this time.

**L1-1**

In summary, City staff does not support the inclusion of a new bus stop on campus as part of a traffic mitigation measure to help alleviate peak hour congestion in the area. The Metropolitan Transit System (MTS), in their letter dated April 26, 2016, confirmed that they do not have any plans or funding to extend bus services to the campus. Refer to Attachment B for a copy of the MTS letter in question. Additionally, the project should not rely on available on-street parking in adjacent neighborhoods. This comment was raised in our previous comment letter and could result in adverse indirect impacts associated with noise and traffic that are not analyzed within this Draft EIR. Such indirect impacts must be analyzed as potential significant environmental effects of the project as discussed in CEQA Guidelines Section 15126.2.

**L1-2**

The greenhouse gas emissions analysis in your Draft EIR incorrectly relies on Draft Significance Thresholds posted on the City's website in 2013, which were included with the Draft Climate Mitigation & Adaptation Plan (CMAP). The draft CMAP was never adopted and therefore the referenced significance thresholds are not applicable in this context. This discussion and analysis for GHG emissions is flawed and inadequate.

**L1-3**

Page 2  
 Palomar Community College District  
 May 9, 2016

The City believes that the Draft EIR should be revised to address the changes in mitigation measures proposed for traffic and to provide for an adequate analysis of impacts related to GHG emissions. Furthermore, per CEQA section 15088.5, the City is requesting that the Draft EIR be recirculated for public review following the inclusion of this information as it will be significant new information and that meaningful public review and comment on these issues was precluded due to the inadequate nature of the analysis and proposed mitigating measure.

L1-4

The City's Development Services, Planning, and Transportation and Storm Water Departments have provided detailed comments, which are reflected in Attachment A.

Thank you for the opportunity to provide comments on the Draft EIR. Please contact Alyssa Muto, Deputy Director at [AMuto@sanidiego.gov](mailto:AMuto@sanidiego.gov) or via phone at 619-533-3103 if there are any questions regarding the contents of this letter or if the District would like to meet with City staff to discuss our comments.

L1-5

Sincerely,



Jeff Murphy  
 Director, Planning Department

Enclosures: 1. Attachment A: City of San Diego Detailed Comments (SCH# 2015081039)  
 2. Attachment B: Metropolitan Transit System Comment Letter

cc: Reviewing Departments (via email)  
 Review and Comment online file

**ATTACHMENT A****City of San Diego Detailed Comments (SCH# 2015081039)**

**Development Services Department – Jim Lundquist, Associate Engineer, Traffic –**  
[jlundquist@sanidiego.gov](mailto:jlundquist@sanidiego.gov), 619-446-5396

After review of the Recirculated Draft EIR, the Traffic Assessment of EIR Alternatives and Traffic Impact Analysis (LLG, March 24, 2016), and the Parking Impact Analysis (LLG, March 24, 2016), the Transportation Development Division of the Development Services Department has the following comments regarding the adequacy of those documents.

General Comments:

- |   |                    |
|---|--------------------|
| <p>1. Pages S-14 through S-16, Table ES-1 Project Level Environmental Impacts and Mitigation Measures:</p> <p>a. Development Services staff does not support the proposed prohibition of through movements at traffic signals serving the project site. This non-standard traffic control measure is contrary to driver expectations. Instead, the District should commit to funding neighborhood traffic calming features if it is found that “cut-through” traffic becomes a problem for the neighborhood adjacent to the project site.</p> | <hr/> <b>L1-6</b>  |
| <p>b. For mitigation measure TRA-1 at Rancho Bernardo Road/Via del Campo, a conceptual design should be provided to demonstrate that the improvement can feasibly be provided without roadway widening. Also, TRA-1 should include the traffic signal modification required to accomplish the improvement.</p>  | <hr/> <b>L1-7</b>  |
| <p>c. Mitigation measure TRA-2 should be modified to eliminate option 2 and also to include the traffic signal modification required to accomplish the improvement.</p>   | <hr/> <b>L1-8</b>  |
| <p>d. Mitigation measure TRA-3 states that the potential mitigation for project impacts at the intersection of Rancho Bernardo Road/West Bernardo Drive were rejected because, in part, “the intersection was calculated to continue to operate at significant LOS F conditions.” The DEIR should document if the right-turn overlap phase for westbound traffic would improve the intersection to pre-project conditions. If so, then mitigation should be provided.</p>   | <hr/> <b>L1-9</b>  |
| <p>e. Mitigation measure TRA-4 should note what the College will do to assist in forming carpools and vanpools in addition to providing preferential parking spaces for them.</p>   | <hr/> <b>L1-10</b> |



2. Page 4.8-2 and throughout the DEIR, Rancho Bernardo Road should be evaluated at its ultimate adopted classification as a six-lane Major Road with a capacity of 50,000 ADT, not as a 6-lane Prime Arterial. This revision would result in additional project impacts over those identified in the DEIR.	<b>L1-11</b>
3. Page 4.8-33, Issue 5 – Parking. On-street parking in adjacent neighborhoods should not be assumed to be available to serve the project. Potentially college parking fees could be included in class registration fees or other methods could be used to ensure that students use the onsite parking provided and not impact the surrounding neighborhood. Furthermore, if parking is assumed to occur in the neighborhoods, indirect impacts (e.g., noise, traffic, lighting, etc) should be analyzed as required under CEQA Guidelines 15126.2.	<b>L1-12</b>
4. Page 6-5, Section 6-5, Second Access Road Alternative, this section should provide an exhibit which shows how the second access eliminates the loop road and provide a traffic signal warrant analysis for the installation of the proposed traffic signal. With the additional grading, this section should also discuss construction traffic impacts.	<b>L1-13</b>
5. Pages 6-12 through 6-15, Section 6.8 Environmentally Superior Alternative, additional traffic and parking analysis should be done if either the Second Access Alternative or the Bernardo Center Drive Alternative is selected by the decision-maker. Such a detailed analysis should be conducted to identify specific impacts and mitigation that would be associated with the selected alternative, and this new information should be recirculated for review and comment by the City to ensure all mitigation measures are feasible and consistent with the City's existing land uses and regulations for development.	<b>L1-14</b>
<u>Additional Specific Comments:</u>	
1. Page S-7 discusses Greenhouse Gases with the Palomar Community College District providing preferential parking for carpool and vanpool vehicles. The RDEIR should define if these mitigations are aimed at students or faculty/staff and how the Palomar Community College District would manage these programs. A shuttle bus system to and from the MTS transit center could be evaluated as an alternative. At this time this mitigation measure does not appear to be enforceable through any conditions, agreements, or other legally binding instruments.	<b>L1-15</b>
2. Figure 4.8-1, Existing Traffic Volumes – show the City/County boundary (just west of Via del Campo, not east). Also, this section should provide an exhibit which shows the intersection lane configurations.	<b>L1-16</b>
3. Page 4.8-9, Table 4.8-4, Existing Street Segment Operations (and throughout the RDEIR), correct the classification and capacity of Rancho Bernardo Road.	<b>L1-17</b>

4. Page 4.8-14, Section 4.8.2.4 Local, the discussion of the City of San Diego General Plan should also include a section regarding the Rancho Bernardo Community Plan.	L1-18
5. Page 4.8-17, please correct the typo for the trip rates used for the Sharp Rees-Stealy medical office from 40 to 50. The document did use the City's trip generation for medical office at 50 trips per 1,000 SF. Provide additional documentation on the project volumes assumed through the study area from the Del Sur Shopping Center. In addition, Phil's BBQ would be considered a "High Turnover (Sit-down) restaurant" with 130 ADT per 1,000 SF. The discussion of the project's assumed trip generation should also discuss the City of San Diego's rate of 1.6 ADT per student. Finally, the last sentence should read "By Year 2035..." instead of "By Year 2013..." as this year has past.	L1-19
6. Figure 4.8-3, Opening Day With Project Traffic Volumes, please also retain the previous Figure 4.8-3 titled "Project Traffic Volumes" and show the project volumes on I-15 as previously requested by the City.	L1-20
7. Figure 4.8-5, Year 2035 With Project Traffic Volumes, please also retain the previous Figure 4.8-7 titled "Year 2035 Project Traffic Volumes".	L1-21
8. Page 4.8-31, Section 4.8.3.2, the RDEIR states that proposed project would not adversely affect traffic conditions on the I-15 or the surrounding local circulation system. This is not factually correct as the RDEIR does identify impacts which are significant and unmitigated.	L1-22
9. Page 4.8-33, Section 4.8.3.5, Issue 5 Parking, Impact Analysis, the number of students which will require parking is greater than the number of FTE students. Also, the "35-40 staff members" is in conflict with page 3-11 which states 38 FTE faculty and 37 staff/administrators. This inconsistency should be resolved with substantiated numbers that are appropriate for the determination of parking needs for the project. Information on the satellite spaces this facility will be replacing should also be provided.	L1-23
10. Page 4.8-35, Section 4.8.6 References, the City of San Diego Bicycle Master Plan Update date is July 2013 rather than June 2011. Please review to ensure the most current version of the plan is reflected within the RDEIR.	L1-24
<p><b>Planning Department – Martha Blake, Senior Planner - <a href="mailto:mblake@sandiego.gov">mblake@sandiego.gov</a>, 619-235-5217</b></p> <p>The document is correct in noting the City of San Diego adopted a Climate Action Plan (CAP) in December of 2015, using the baseline inventory year of 2010 for GHG emissions. The CAP has identified a number of strategies to achieve 2020 and 2035 reduction targets, as noted in the draft EIR.</p>	L1-25



Chapter 4.4 states that “In 2013, the City of San Diego developed Draft Significance Thresholds for Greenhouse Gas Emissions...”. The thresholds referenced were drafted as part of the draft CMAP, and were posted on the City’s webpage for review, although the City never officially adopted the CMAP or released a final version of that document. This section should be revised to identify a threshold for determining significance for the project, include an analysis of potential impacts associated with the GHG emissions projected for the proposed project, and identification of impacts and mitigation as applicable. Please also provide an estimate of current GHG emissions from the project site.	L1-26
Additionally, the discussion related to the City of Villages strategies and the Mobility Element of the General Plan should be moved to the Land Use consistency discussion rather than the GHG discussion, as these are not directly applicable to any threshold or analysis, but are rather land use plans and policies for the City.	L1-27
Chapter 4.4 on p. 4.4-16 states that “the proposed project would be located within a Transit Priority Area”. That statement is not substantiated with necessary documentation to support such a designation, and should be deleted. Any benefits assumed from being located in a TPA should be revised with the revised GHG analysis.	L1-28
Without an adequate GHG analysis, it is not clear what, if any, impacts to GHG will result from the construction and operation of the proposed facility, nor what, if any, mitigation measures are feasible. As stated previously, this discussion and analysis for GHG emissions is flawed and inadequate, and should be revised and recirculated per CEQA section 15088.5 to allow for a meaningful public review and comment on these issues.	L1-29
<b>Transportation &amp; Storm Water Department – Mark Stephens, Associate Planner - <a href="mailto:mgstephens@sandiego.gov">mgstephens@sandiego.gov</a>, 858-541-4361</b>	
<u>Section 4.3, Biological Resources:</u> Page 4.3-8, Jurisdictional Waters and Wetlands. In the last paragraph under this heading, downstream flows are characterized as “not confirmed” even though drainage is later described in detail under 4.5.1.2, Site Drainage.	L1-30
<u>Section 4.5, Hydrology and Water Quality:</u> Page 4.5-6, NPDES Municipal Permit. Description of the current municipal separate storm sewer system (MS4) permit for the San Diego Region is outdated and needs to be corrected here, on page 4.5-9, and anywhere else where this reference occurs. The San Diego Regional Water Quality Control Board adopted Order No. R9-2013-0001 on May 8, 2013, with an effective date of June 27, 2013, and this permit has subsequently been amended twice. This is also now NPDES No. CAS0109266. To comply with the current permit, a City of San Diego Jurisdictional Runoff Management Plan (JRMP) has been adopted to replace the former Jurisdictional Urban Runoff Management Plan (JURMP), and a San Dieguito River Watershed Management Area Water Quality Improvement Plan (WQIP) has been prepared by affected copermitees to replace the San Dieguito Watershed Urban Runoff Management Program (WURMP), and accepted by the	L1-31

San Diego Regional Water Quality Control Board. While this Recirculated Draft EIR contends that the Palomar Community College District is not subject to the City's jurisdiction, unauthorized discharges to the City MS4 are nonetheless prohibited.

**L1-31  
cont.**

**ATTACHMENT B**

1255 Imperial Avenue, Suite 1000  
San Diego, CA 92101-7490

April 26, 2016

SRTP 820.12 (PC 50451)

Mr. Dennis Astl  
Palomar Community College District  
San Marcos Campus  
1140 West Mission Road  
San Marcos, CA 92069-1487

Dear Mr. Astl:

**SUBJECT: COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE PALOMAR COLLEGE SOUTH EDUCATION CENTER**

Thank you for providing MTS an opportunity to review the Draft Environmental Impact Report (DEIR) for the proposed Palomar College South Education Center (SEC). This project falls within MTS' jurisdiction, so we appreciate the consideration of our comments below related to transit service and access to your project.

General Comments

- This project is overall challenging for transit access because the site is too distant from existing services and the likelihood of closer service in the near future is very low. As mentioned in Section 4.8.1.6, the closest transit service is at the intersection of West Bernardo Drive and Rancho Bernardo Road, 2/3 of a mile east of the proposed campus.
- MTS Route 945, which serves this intersection, may be useful to some of the 35% of locally-generated trips, but the transfer required for the 65% of regional origins farther north or south on the I-15 corridor would likely eliminate most demand for transit to the SEC since, even with a transfer, the closest transit stop is still 2/3 of a mile from the campus.
- Some transit services mentioned in the DEIR and/or Appendix G are incorrect or have since changed:
  - Section 4.8.1.6 and Section 3.4 of the Traffic Impact Analysis do not mention Route 235, which actually offers the greatest level of service to the Rancho Bernardo Transit Station (RBTS), the closest major transit center.
  - Route 270 has been discontinued.
  - Route 20 headways in Rancho Bernardo are actually every 30-60 minutes (not 15-30 minutes, as the more frequent service is only south of Kearny Mesa).
  - Route 945 Saturday service is operated every 45 minutes (not every 90 minutes as in Section 4.8.1.6; Appendix G is correct).
  - Route 237 operates only during peak hours, and headways to RBTS are now every 30 minutes (the more frequent service is only west of Mira Mesa).

1255 Imperial Avenue, Suite 1000, San Diego, CA 92101-7490 • [www.sdmmts.com](http://www.sdmmts.com)



Metropolitan Transit System (MTS) is a California public agency comprised of San Diego Transit Corp., San Diego Trolley, Inc., San Diego and Arizona Eastern Railway Company (nonprofit public benefit corporations), and San Diego Vintage Trolley, Inc., a 501(c)(3) nonprofit corporation, in cooperation with Chula Vista Transit. MTS is the taxicab administrator for seven cities. MTS member agencies include the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee, and the County of San Diego.



Mr. Dennis Astl  
 Palomar Community College District  
 April 25, 2016  
 Page Two

#### Section 4.8.1.6, Alternative Transportation

- This section correctly notes that there are improved sidewalks and signalized intersections along the pedestrian paths. However, the environment of the pedestrian route between West Bernardo Drive and the proposed campus driveway is not conducive to attracting transit ridership. The standard 5' sidewalk is directly adjacent to a 4-lane, 50 MPH arterial with infrequent, roadway-scale lighting. Additionally, the actual campus location is uphill from the roadway.
- The greater amount of service available at the RBTS makes it much more useful for longer-distance, regional trips than the local Route 945. However, the 1.25 mile distance to the campus via Rancho Bernardo Road is a significant barrier. A pedestrian connection from the campus down to Via Tazon/West Bernardo Court could reduce the walking distance between the campus and RBTS from 1.25 miles to approx. 0.75 miles, plus allow pedestrians to avoid Rancho Bernardo Road and use the more pedestrian-scale West Bernardo Court.

#### Section 4.8.3.1, Mitigation Measures

- TRA-4 (a): This section notes, "The project will coordinate with the Metropolitan Transit System to determine the feasibility of providing a bus stop on campus." Please note that MTS does not have any plans or funding to extend transit west along Rancho Bernardo Road any closer to the proposed campus:
  - Existing services do not have slack built into them to accommodate added routing, so new resources would need to be committed in order to operate closer to the proposed SEC. The DEIR does not suggest funding for MTS as part of its mitigation.
  - The campus driveway and parking lot would not be suitable for turning around a transit bus. The roadways shown in the conceptual illustration may not easily accommodate buses, and service would be delayed by vehicle and pedestrian congestion on campus. Therefore, a route serving the SEC would need to extend beyond the campus to turn around, either through the residential areas off Matinal Road, the industrial area off Via Del Campo, or farther west into 4S Ranch. Any of these options adds more time, mileage, and cost to potential service.
  - MTS would not be able to install a bus stop on eastbound Rancho Bernardo Road at the campus driveway. The high speed, downhill slope, lack of sufficient shoulder, and curve on approach would likely make it an unsafe place to stop the bus in traffic for loading and unloading passengers.
  - None of the existing 5' sidewalks along Rancho Bernardo Road or Matinal Road meet the ADA-required width of 8' for a new bus stop, so any locations would need to be upgraded to install a bus stop.

Mr. Dennis Astl  
 Palomar Community College District  
 April 25, 2016  
 Page Three

- Previous service to the area included dial-a-ride ("DART") service in western Rancho Bernardo, and commuter bus service to 4S Ranch. Neither of these generated a sustainable level of ridership and both have been discontinued. Our experience is that the area has insufficient demand to warrant another service.
- Note that many institutions, including the University of San Diego and the University of California, San Diego Medical Center, provide their own shuttle service between their campuses and the nearest transit center. If Palomar College wishes to operate its own shuttle between the RBTS and SEC, MTS can work with Palomar for accommodation in the transit center. This is likely the most viable way of offering transit access to the campus and could be a potential mitigation measure.
- TRA-4 (c): These measures are positive steps to inform students and staff of various services provided by MTS, but may not materially increase the transit mode share for this facility since the site is inconvenient to existing transit. MTS may suggest other mitigation measures that could increase transit use, such as subsidizing staff and/or student transit passes, and implementing a parking fee to encourage use of alternate transportation options.

Section 6.7, Bernardo Center Alternative

- This location is much closer to the Rancho Bernardo Transit Station. If a pedestrian connection were feasible along the west side of the Interstate 15 and/or from West Bernardo Drive, it would be a far more convenient location that would be better served by the RBTS and MTS Route 20.

MTS has already received two comments from the public asking that we implement service to this facility once it is open. Unfortunately its location, site plan, and a lack of resources to do so make it improbable that we will be able to accommodate these requests. We hope that this letter clearly outlines for the college district the reasons why MTS transit service is unlikely to offer substantive mitigation for the project or nearby transit access for the anticipated 5,000+ students, faculty, and staff.

Thank you again for the opportunity to provide comments.

Sincerely,



Denis Desmond  
 Manager of Planning

LMARQUIS-L  
 L-DASTL.PCSEC.DDESMOND.042516

Cc: MTS: Sharon Cooney, Rob Schupp, Mark Thomsen  
 City of San Diego: Steve Celniker, Samir Hajjiri, Ann Gonsalves  
 SANDAG: Dave Schumacher



## Response to Letter L1

- L1-1** This comment is introductory in nature and no further response is necessary. This comment references a previous attempt by the City of San Diego to contact Atkins. It is our understanding that the original contact by the City of San Diego was made to an employee no longer with Palomar Community College District's (PCCD) consultant, and the former employee did not relay the contact attempt to PCCD or its consultant. The traffic consultant for PCCD had previously attempted to contact the City on three occasions (April 4, 2016, December 22, 2015, and December 9, 2015) and did not receive a reply. No further response is necessary.
- L1-2** This comment provides a general discussion of an on campus bus stop as mitigation, traffic, off-campus parking, noise, and indirect impacts. A more detailed discussion of these issue areas is provided below in responses L1-3 through L1-28.
- L1-3** This comment indicates that the greenhouse gas emissions analysis in the DEIR is flawed and inadequate as it relies on draft significance thresholds posted on the city website from 2013 that were included with the Draft Climate Mitigation and Adaptation Plan (CMAP). Under CEQA, the Lead Agency has the authority to determine the most appropriate threshold of significance for a project's CEQA review. Per CEQA Guidelines Section 15064.7 (Thresholds of Significance), CEQA only requires that a threshold be formally adopted if it is for 'general use'—that is, for use in evaluating significance in all future projects. CEQA Statute Section 21082.2 (Significant Effect on the Environment; Determination; Environmental Impact Report Preparation) provides the following description of what is considered when identifying the potential for a significant effect on the environment:

*(a) The lead agency shall determine whether a project may have a significant effect on the environment based on substantial evidence in light of the whole record.*

and

*(b) Argument, speculation, unsubstantiated opinion or narrative, evidence which is clearly inaccurate or erroneous, or evidence of social or economic impacts which do not contribute to, or are not caused by, physical impacts on the environment, is not substantial evidence. Substantial evidence shall include facts, reasonable assumptions predicated upon facts, and expert opinion supported by facts.*

In addition, CEQA Guidelines Section 15064.4 details guidance for lead agencies for determining the significance of impacts from greenhouse gas emissions. CEQA Guidelines Section 15064.4(b)(2) states that a lead agency should consider the following factors when assessing the significance of impacts from greenhouse gas emissions on the environment:

*(2) Whether the project emissions exceed a threshold of significance that the **lead agency** determines applies to the project. (emphasis added)*

The City does not provide evidence to support the assertion that use of a draft threshold is inappropriate for the proposed project; nor does the City provide any evidence to support the assertion that use of a draft threshold is inappropriate in CEQA analysis. PCCD, as lead agency, does not need to formally adopt the threshold(s) of significance applied within the project's EIR, nor is the lead agency restricted to applying only formally adopted thresholds of significance within the EIR.

The EIR contains an extensive discussion of existing regulation, planning, and guidance related to greenhouse gas emissions in Section 4.4.3.1, in the Standards of Significance subsection. Without an adopted threshold at the local, regional, or state level, the EIR identifies potential sources for a threshold for the purposes of project analysis and significance determination. The discussion identifies the following sources of potential thresholds of significance for the project:

- City's Draft Thresholds from 2013
- City's Adopted Climate Action Plan (CAP) emissions level targets and population projections
- City's Draft Screening Criteria for Greenhouse Gas Emissions from 2015

The efficiency metrics derived from the potential threshold sources are identified in metric tons of carbon dioxide equivalent (MT CO<sub>2</sub>e) per service population (SP) or per student. In addition, the efficiency metric derived from the adopted CAP results in separate thresholds for years 2020 and 2030. The efficiency metrics derived from the draft thresholds, adopted CAP, and draft screening criteria are 4.46 MT CO<sub>2</sub>e/SP, 3.02 MT CO<sub>2</sub>e/SP (in year 2030), and 2.45 MT CO<sub>2</sub>e/student, respectively, as discussed in Section 4.4.3.1 of the EIR. The EIR clearly identifies that the draft screening criteria-based efficiency metric is used in determining the project's potential to result in a significant impact on the environment. The EIR states:

*Thus, using the a Screening Criteria-based efficiency metric of 2.45 MT CO<sub>2</sub>e per student per year as a significance threshold for the purposes of CEQA analysis would be more conservative than using the City's draft efficiency thresholds (which have not been adopted by the City) or using CAP's emission targets (expressed in terms of per capita emission targets for 2020 or 2030). Under this screening criteria, the proposed project would result in a less than significant impact if construction and operational emissions would be less than 2.45 MT CO<sub>2</sub>e per service population per year. If the project exceeds then efficiency metric screening criteria, then a threshold of consistency with the CAP consistency would be applied.*

The project EIR provides substantial evidence to support the use of the threshold applied to determine significance of greenhouse gas emissions from the project. Furthermore, the threshold applied to the project is far more stringent than the City's draft thresholds for which the City has cited objections.

Finally, the City's comment recommends the following revisions to the EIR:

*This section should be revised to identify a threshold for determining significance for the project, include an analysis of the potential impacts associated with the GHG emissions projected for the proposed project, and identification of impacts and mitigation as applicable. Please also provide an estimate of current GHG emissions from the project site.*

As shown above and within the project EIR, the EIR clearly identifies the threshold for determining significance for the project. EIR Section 4.4.3.1 contains the significance thresholds discussion, as well as the analysis of potential impacts from greenhouse gases emitted by project construction and operation. Construction and operational-generated greenhouse gas emissions for the project were quantified using CalEEMod version 2013.2.2. The EIR shows that the project would result in a less than significant impact from direct and indirect greenhouse gas emissions generation and, therefore, no mitigation is required. The EIR appropriately identified 'existing conditions' as required by CEQA. The project's increase in greenhouse gas emissions above existing site

emissions was used to determine the project's potential significance; the significance threshold applied in the EIR does not rely on or otherwise utilize existing site emissions in order to determine the project's significance. Quantification of emissions currently emitted from the project site is not required, nor would it be informative in determining the project's potential to generate a significant impact on the environment.

In conclusion, the EIR adequately provided justification for use of the appropriate threshold of significance in assessing the project's impact to the environment from direct and indirect greenhouse gas emissions. The EIR adequately explains the reasoning behind the thresholds, analysis, and conclusions. The EIR provides substantial evidence to support use of the threshold and impact determination for the project.

- L1-4** This comment requests that the EIR be revised and recirculated to address changes in mitigation measures proposed for traffic, and to provide for an adequate greenhouse gas emission analysis. As described in Chapter 1 of the DEIR, the EIR was previously recirculated after the first public review of the DEIR, as a result of public comments received related to transportation and traffic, the adequacy of on-site and off-site parking, and project alternatives. In addition, PCCD revised its Full-Time Equivalent Student (FTES) assumptions down to more accurately reflect buildout of the proposed project. As such, the EIR was recirculated to address these comments.

A lead agency is required to recirculate a draft EIR, prior to certification, only when "significant new information" is added to the EIR after the public review period begins (CEQA Guidelines Section 15088.5). New information is deemed significant if it reveals the following:

- A new significant environmental impact resulting from either the project itself or a new proposed mitigation measure;
- A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance;
- A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project proponent declines to adopt it; or
- The draft EIR was so fundamentally flawed that it precluded meaningful public review and comment.

None of the comments, responses, or changes to the EIR trigger any of these four criteria and therefore recirculation of the EIR is not required.

- L1-5** This comment provides a general discussion of comments related to storm water and provides contact information should further discussion with the City be required. Specific responses to comments related to storm water are provided below in response to comment L1-31.

- L1-6** The EIR recommends improvements at the Rancho Bernardo Road/Matinal Road (Project Access) intersection that mitigate the project impact to below significant levels. The optional recommendation of restricting thru movements was provided in response to community concerns over potential cut-through traffic through the Westwood Community. The Rancho Bernardo Community Planning Group comment letter dated April 21, 2016 supports the prohibition of through movements from the project to the Westwood Community via Matinal Road. However, given this intersection lies within city jurisdiction, improvements to this intersection will be

provided to the satisfaction of the City Engineer with regard to cut-through traffic. Please see response to comment I3-1 for a general discussion of traffic.

- L1-7** The conceptual design plan depicting the proposed improvements at the Rancho Bernardo Road/Via Del Campo intersection and traffic signal modifications required to implement this improvement are provided in the attached (Exhibit 1). The need for a signal modification plan has been added to mitigation measure TRA-1 in the Final EIR.
- L1-8** See response to comment L1-7.
- L1-9** Mitigation measure TRA-3 indicates that consideration was given to providing a westbound right-turn overlap phase, however, the intersection was calculated to continue to operate at *significant* LOS F conditions. The term “significant” was used to indicate that implementation of the westbound right-turn overlap would not reduce the impact to pre-project conditions. The implementation of the right-turn overlap phase does not improve the LOS nor does it mitigate the significant impact. TRA-3 was fully evaluated and has been determined to be ineffective and therefore is not being adopted.
- L1-10** As provided in Chapter 3 (Project Description), PCCD will provide carpool/vanpool parking spaces in preferentially located areas (closest to building entrances). These spaces will be signed and striped “Carpool/Vanpool Parking Only.” Information about the availability of and the means of accessing the carpool/vanpool parking spaces will be posted on transportation information displays located in common areas and the campus website.

Currently, demand for carpool/vanpool parking and shuttle services is unknown and funding is not available for shuttle services. PCCD will conduct periodic surveys of students, staff, and faculty to identify commuting needs, including interest in using transit and need for shuttle service to the nearest transit stop and any increase in of carpool/vanpool parking spaces. The implementation of shuttle service will be explored at a future date should survey data suggest there is adequate demand.

- L1-11** As stated on page 4.8-2, between West Bernardo Drive and the I-15 northbound ramps, the roadway functions as a Six-Lane Prime Arterial. According to the City of San Diego Roadway Classification Table, a Six-Lane Prime Arterial provides a paved width of 102 feet with up to a 122 foot right-of-way. It is also defined in the city’s Street Design Manual as providing a paved width of 98 feet with up to 142 feet of right-of-way. In addition, it is characterized as “a street that primarily provides a network connecting vehicles and transit to other primary arterials and to the freeway system. It carries heavy vehicular movement while providing low pedestrian movement and moderate bicycle and transit movements.” The Street Design Manual further indicates it allows for speeds greater than 45 mph and less than 55 mph. This segment of Rancho Bernardo Road meets all the criteria discussed above, meets the required 250 feet of left turn storage capacity at its intersection with West Bernardo Drive, provides 12-foot receiving lanes for the dual lefts, is separated by an approximately 20-foot raised median, and provides a 6-foot wide refuge island in the center median at the intersection. Given the design of this portion of Rancho Bernardo Road, it functions as a Six-Lane Prime Arterial. Thus, the analysis accurately represents the capacity of the roadway and no revisions are required to the analysis.
- L1-12** As described in Section 4.8.5.3 of the DEIR, an Institute of Transportation Engineers (ITE) defined parking rate of 0.20 space per FTES for junior/community colleges was used for calculating the required parking supply for the proposed project. Using this rate, a total of 408 parking spaces

would be required for the proposed project at maximum enrollment which is projected at 2,000 FTES by year 2035 (cumulative). Additionally, a total of 35-40 staff members is anticipated with maximum enrollment. ITE also provides a rate of 4.8 spaces per 1,000 square feet (KSF) of gross floor area (GFA) for a junior/community college. Using this rate, a total of 480 spaces would be required for the proposed project for existing 110,000 square foot building. The total parking spaces provided for the proposed project include a 574-space existing parking structure and 218-space surface lot previously constructed for the existing office land use. Therefore, the existing 792 provided parking spaces adequately meets the required parking at maximum enrollment. Additionally, the project is not relying on neighborhood street parking and parking is “not assumed” to occur in the surrounding neighborhoods.

The proposed on-campus parking meets the parking requirements of the project and on-street parking analysis was provided in abundance of caution as there may be occasional students who may choose to park off site on nearby local streets to avoid a semester-based parking permit fee. Free parking will be offered during the first year of operation in response to community concern regarding on-street parking in the neighborhood. The future imposition of parking fees for subsequent years will be reviewed by the Governing Board on a year by year basis. Furthermore, California Education Code Section 76360(a)(1) states that the community college district shall require parking fees only from students and employees who are using parking services and such parking costs shall not exceed the actual cost of providing parking services. As such, the suggested measure of potentially including college parking fees as part of class registration fees is prohibited under the state regulations because only the students and the employees using the campus parking can be charged for those parking services.

Further, as discussed on page 5 of Appendix H (Parking Memorandum), there are deterring factors that make on-street parking option less desirable than parking on campus. The connectivity of the residential streets in the Westwood community to campus is limited to Matinal Road and Olmeda Way, with only Matinal Road providing a crosswalk at the intersection with Rancho Bernardo Road. The neighborhood is designed in typical suburban cul-de-sac fashion, limiting the walkability within the area and thus, access to campus. In addition, the walking distance to the campus and several grade changes along the walking routes to the campus provide some further deterring factor to park on-street rather than parking on campus.

- L1-13** A second access point is not proposed by the project and therefore a signal warrant analysis is not required. If one-half of the project traffic utilized the second access point, the outbound left-turn volume would equate to 32 trips. This amount is well below the volume standards to install a signal; a signal would likely not be warranted. The amount of construction trips would be much less than the 6,750 ADT analyzed in the traffic study. Thus, a quantitative construction analysis is not warranted.
- L1-14** Additional analyses will be conducted for these alternatives should they be selected. Per CEQA guidelines Section 15126.6 (d), “an EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project.” Section 6 provides text discussing each alternative as well as a matrix (Table 6-1) comparing the impacts of each alternative to the project. This is sufficient should PCCD select an alternative. However, appropriate mitigation measures would be considered and adopted in accordance with requirements of CEQA for the selected alternative.
- L1-15** See response to comment L1-10 for general discussion regarding vanpools, carpools, and shuttle buses.

- L1-16** Figure 4.8-1 has been updated to show the county/city boundary and shows existing roadway conditions.
- L1-17** See response to comment L1-11 for a discussion regarding Rancho Bernardo Road.
- L1-18** A discussion of the Rancho Bernardo Community Plan has been added to the EIR in Section 4.8.2.4.
- L1-19** The text on page 4.8-17 has been updated to correctly show the rate of 50 trips per 1,000 SF of medical office space. As the comment notes, the analysis correctly used the 50 rate.

The Del Sur Retail Center project was calculated to generate 13,230 net daily trips according to the city-approved traffic analysis conducted by Kimley-Horn and Associates, Inc. in July 2014. The Del Sur Retail Center project was approved by Planning Commission on August 21, 2014. The distribution shown in this report indicated 23% of project trips (approximately 3,000 ADT) would use Rancho Bernardo Road, just east of the site prior to Dove Canyon Road. Distribution beyond Dove Canyon Road was not provided. Dove Canyon Road is located approximately 2.0 miles west of the proposed project site, and with several industrial, residential, and other land use types along this route, it can be assumed that the number of trips would be reduced considerably approaching the project site. It was therefore assumed that about 1,000 trips (7% of the total trips) would travel within the project study area, as included in the EIR analysis.

The Phil's BBQ restaurant discussion has been revised to use the High Turnover (Sit-Down Restaurant) rates in the cumulative analysis. The main intersection and roadway segment affected are the Rancho Bernardo Road/West Bernardo Drive and segments of Rancho Bernardo Road and West Bernardo Drive along the restaurant frontage where the driveway rate increased to 130 trips/1,000 SF. As shown in the revised analysis in the EIR in Table 4.8-9 and 4.8-10, no changes to the conclusions of significance are calculated with the change in cumulative project trips.

The City of San Diego rate for community colleges is 1.6 trips per student. The SANDAG *Not So Brief Guide of Vehicular Traffic Generation Rates* rate is 1.2 trips per student, and the ITE rate is 1.23 trips per student. As discussed in the EIR, the project as an education center functions differently than a typical community college and would likely generate fewer trips than a typical community college campus, even at the SANDAG rate of 1.2 trips per student. The city community college rate per the City of San Diego *Trip Generation Manual* sources the SANDAG *Traffic Generators* document from December 1996 and July 1998. The most recent SANDAG *Traffic Generators* data for community colleges is sourced to April 2002, which is also the source for the SANDAG *Not So Brief* guide. The two colleges used to determine the trip rate were Southwestern Community College in Chula Vista and Palomar Community College in San Marcos, with taken observed in November 1998 (almost 20 years ago). Both of these colleges showed rates of 1.0 ADT per student and 0.9 ADT student, respectively, and were averaged to 1.0 ADT per student. The City rate is much higher at 1.6 ADT per student than the data it sources. Therefore, it was not included in the EIR trip generation discussion. The last sentence on page 4.8-17/18 has been corrected to read as year 2035.

- L1-20** The Opening Day Project Only Traffic Volumes figure (Figure 4.8-3) has been updated to show the peak hour and daily trips on I-15 and is included in the EIR.
- L1-21** The Year 2035 with Project (Maximum Enrollment) Traffic Volumes graphic is included as Figure 4.8-5.



- L1-22** Page 4.8-31 has been updated to correctly conclude that the proposed project would not adversely affect traffic conditions on I-15; however, impacts are calculated on the local circulation system.
- L1-23** The ITE Parking Generation Manual uses FTE as its independent variable. The data that was collected to determine the ITE parking rate already accounts for the fact that the number of students is greater than the FTE. Parking for staff members is included in the “per FTE” parking rate since all parked cars were included when determining the ITE parking rate. The number of staff members is revised throughout the EIR to reflect 37 staff/administrators and not FTE. No “satellite spaces” are proposed as part of the project.
- L1-24** The July 2013 San Diego Bicycle Master Plan Update will be added as a reference in Section 4.8.6.
- L1-25** This comment confirms that the EIR is correct in noting the City of San Diego adopted a climate action plan in December of 2015. No additional response required.
- L1-26** See response to comment L1-3 for further GHG discussion.
- L1-27** This comment suggests moving the discussion of the City of Villages strategies and the Mobility Element of the General Plan to the land use consistency discussion. Comment noted. In the context of the GHG analysis and the reduction of GHG emissions, the discussion of the City of Villages strategies and the Mobility Element is appropriate.
- L1-28** Discussion of the project being within a Transit Priority Area (TPA) has been deleted from the EIR. TPA credits are not included in the GHG analysis.
- L1-29** See response to comment L1-3 for a discussion regarding GHG.
- L1-30** This sentence has been revised to remove “Although not confirmed.”
- L1-31** The EIR has been revised to reflect the amended MS4 permit information. As discussed in Section 4.5 of the Recirculated DEIR, PCCD is not subject to MS4 permit. In San Diego County, a number of school districts, including PCCD, have entered into a Joint Powers Agreement with the San Diego County Office of Education (“Small MS4 JPA”) to coordinate the establishment, revision, direction and implementation of storm water management plans and associated BMPs. As such, PCCD has and will continue to work closely with the City of San Diego and the Small MS4 JPA to implement feasible BMPs at the project site, and avoid any unauthorized discharges.




# Exhibit 1

## Conceptual Striping



## Letter L2 Metropolitan Transit System

	
1255 Imperial Avenue, Suite 1000 San Diego, CA 92101-7490	
April 26, 2016	SRTP 820.12 (PC 50451)
Mr. Dennis Astl Palomar Community College District San Marcos Campus 1140 West Mission Road San Marcos, CA 92069-1487	
Dear Mr. Astl:	
SUBJECT: COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE PALOMAR COLLEGE SOUTH EDUCATION CENTER	
Thank you for providing MTS an opportunity to review the Draft Environmental Impact Report (DEIR) for the proposed Palomar College South Education Center (SEC). This project falls within MTS' jurisdiction, so we appreciate the consideration of our comments below related to transit service and access to your project.	L2-1
<u>General Comments</u>	
<ul style="list-style-type: none"> <li>This project is overall challenging for transit access because the site is too distant from existing services and the likelihood of closer service in the near future is very low. As mentioned in Section 4.8.1.6, the closest transit service is at the intersection of West Bernardo Drive and Rancho Bernardo Road, 2/3 of a mile east of the proposed campus.</li> </ul>	L2-2
<ul style="list-style-type: none"> <li>MTS Route 945, which serves this intersection, may be useful to some of the 35% of locally-generated trips, but the transfer required for the 65% of regional origins farther north or south on the I-15 corridor would likely eliminate most demand for transit to the SEC since, even with a transfer, the closest transit stop is still 2/3 of a mile from the campus.</li> </ul>	L2-3
<ul style="list-style-type: none"> <li>Some transit services mentioned in the DEIR and/or Appendix G are incorrect or have since changed:             <ul style="list-style-type: none"> <li>➤ Section 4.8.1.6 and Section 3.4 of the Traffic Impact Analysis <u>do not</u> mention Route 235, which actually offers the greatest level of service to the Rancho Bernardo Transit Station (RBTS), the closest major transit center.</li> <li>➤ Route 270 has been discontinued.</li> <li>➤ Route 20 headways in Rancho Bernardo are actually every 30-60 minutes (not 15-30 minutes, as the more frequent service is only south of Kearny Mesa).</li> <li>➤ Route 945 Saturday service is operated every 45 minutes (not every 90 minutes as in Section 4.8.1.6; Appendix G is correct).</li> <li>➤ Route 237 operates only during peak hours, and headways to RBTS are now every 30 minutes (the more frequent service is only west of Mira Mesa).</li> </ul> </li> </ul>	L2-4

Mr. Dennis Astl  
 Palomar Community College District  
 April 25, 2016  
 Page Two

#### Section 4.8.1.6, Alternative Transportation

- |   |      |
|---|------|
| <ul style="list-style-type: none"> <li>• This section correctly notes that there are improved sidewalks and signalized intersections along the pedestrian paths. However, the environment of the pedestrian route between West Bernardo Drive and the proposed campus driveway is not conducive to attracting transit ridership. The standard 5' sidewalk is directly adjacent to a 4-lane, 50 MPH arterial with infrequent, roadway-scale lighting. Additionally, the actual campus location is uphill from the roadway.</li> </ul>  | L2-5 |
| <ul style="list-style-type: none"> <li>• The greater amount of service available at the RBTS makes it much more useful for longer-distance, regional trips than the local Route 945. However, the 1.25 mile distance to the campus via Rancho Bernardo Road is a significant barrier. A pedestrian connection from the campus down to Via Tazon/West Bernardo Court could reduce the walking distance between the campus and RBTS from 1.25 miles to approx. 0.75 miles, plus allow pedestrians to avoid Rancho Bernardo Road and use the more pedestrian-scale West Bernardo Court.</li> </ul> | L2-6 |

#### Section 4.8.3.1, Mitigation Measures

- |  |       |
|--|-------|
| <ul style="list-style-type: none"> <li>• TRA-4 (a): This section notes, "The project will coordinate with the Metropolitan Transit System to determine the feasibility of providing a bus stop on campus." Please note that <u>MTS does not have any plans or funding to extend transit west along Rancho Bernardo Road any closer to the proposed campus:</u></li> </ul>  | L2-7  |
| <ul style="list-style-type: none"> <li> <ul style="list-style-type: none"> <li>• Existing services do not have slack built into them to accommodate added routing, so new resources would need to be committed in order to operate closer to the proposed SEC. The DEIR does not suggest funding for MTS as part of its mitigation.</li> </ul> </li> </ul>   | L2-8  |
| <ul style="list-style-type: none"> <li> <ul style="list-style-type: none"> <li>• The campus driveway and parking lot would not be suitable for turning around a transit bus. The roadways shown in the conceptual illustration may not easily accommodate buses, and service would be delayed by vehicle and pedestrian congestion on campus. Therefore, a route serving the SEC would need to extend beyond the campus to turn around, either through the residential areas off Matinal Road, the industrial area off Via Del Campo, or farther west into 4S Ranch. Any of these options adds more time, mileage, and cost to potential service.</li> </ul> </li> </ul> | L2-9  |
| <ul style="list-style-type: none"> <li> <ul style="list-style-type: none"> <li>• MTS would not be able to install a bus stop on eastbound Rancho Bernardo Road at the campus driveway. The high speed, downhill slope, lack of sufficient shoulder, and curve on approach would likely make it an unsafe place to stop the bus in traffic for loading and unloading passengers.</li> </ul> </li> </ul>   | L2-10 |
| <ul style="list-style-type: none"> <li> <ul style="list-style-type: none"> <li>• None of the existing 5' sidewalks along Rancho Bernardo Road or Matinal Road meet the ADA-required width of 8' for a new bus stop, so any locations would need to be upgraded to install a bus stop.</li> </ul> </li> </ul>   | L2-11 |



Mr. Dennis Astl  
 Palomar Community College District  
 April 25, 2016  
 Page Three

- Previous service to the area included dial-a-ride ("DART") service in western Rancho Bernardo, and commuter bus service to 4S Ranch. Neither of these generated a sustainable level of ridership and both have been discontinued. Our experience is that the area has insufficient demand to warrant another service.

L2-12

- Note that many institutions, including the University of San Diego and the University of California, San Diego Medical Center, provide their own shuttle service between their campuses and the nearest transit center. If Palomar College wishes to operate its own shuttle between the RBTS and SEC, MTS can work with Palomar for accommodation in the transit center. This is likely the most viable way of offering transit access to the campus and could be a potential mitigation measure.

L2-13

- TRA-4 (c): These measures are positive steps to inform students and staff of various services provided by MTS, but may not materially increase the transit mode share for this facility since the site is inconvenient to existing transit. MTS may suggest other mitigation measures that could increase transit use, such as subsidizing staff and/or student transit passes, and implementing a parking fee to encourage use of alternate transportation options.

L2-14

#### Section 6.7, Bernardo Center Alternative

- This location is much closer to the Rancho Bernardo Transit Station. If a pedestrian connection were feasible along the west side of the Interstate 15 and/or from West Bernardo Drive, it would be a far more convenient location that would be better served by the RBTS and MTS Route 20.

L2-15

MTS has already received two comments from the public asking that we implement service to this facility once it is open. Unfortunately its location, site plan, and a lack of resources to do so make it improbable that we will be able to accommodate these requests. We hope that this letter clearly outlines for the college district the reasons why MTS transit service is unlikely to offer substantive mitigation for the project or nearby transit access for the anticipated 5,000+ students, faculty, and staff.

L2-16

Thank you again for the opportunity to provide comments.

Sincerely,



Denis Desmond  
 Manager of Planning

LMARQUIS-L  
 L-DASTL.PCSEC.DDESMOND.042516

Cc: MTS: Sharon Cooney, Rob Schupp, Mark Thomsen  
 City of San Diego: Steve Celniker, Samir Hajjiri, Ann Gonsalves  
 SANDAG: Dave Schumacher

## Response to Letter L2

- L2-1** This comment is an introduction to the MTS comments and states that the proposed project is within its jurisdiction. No response is required.
- L2-2** This comment briefly describes transit access for the proposed project, and the location of the nearest transit service to the proposed project. No response is required.
- L2-3** This comment briefly describes the specific transit route that serves the project and projected transit demand associated with the proposed project. No response is required.
- L2-4** Comment noted. Section 4.8 of the Final EIR has been revised to account for this updated information provided by MTS.
- L2-5** This comment notes that the environment of the pedestrian route between West Bernardo Drive and the proposed project driveway is not conducive to attracting transit ridership as a result of the characteristics of the roadway along West Bernardo Drive. This comment is noted and no further response is required.
- L2-6** This comment notes that the distance from the Rancho Bernardo Transit Station (RBTS) to the proposed project is a significant barrier. This comment suggests that a pedestrian connection from the campus down to Via Tazon/West Bernardo Court could reduce the walking distance between campus and the RBTS and allow pedestrians to avoid Rancho Bernardo Road and utilize the more pedestrian-scale West Bernardo Court. Presently, there are no plans to provide a pedestrian extension at this location due to potentially significant impacts to coastal sage scrub vegetation communities, potentially affecting California gnatcatcher habitat. Thus, a pedestrian walkway at this location would result in new potentially significant biological resources impacts. Additionally, pedestrian walkway improvements necessary to access Via Tazon/West Bernardo Court would be required on private property. PCCD does not have permission from the owner to make such improvements. PCCD may explore the option of a pedestrian walkway in the future with neighboring property owner, if sufficient interest is shown by students, teachers and staff in using transit services based on annual surveys. If PCCD does decide to pursue such a walkway in the future, environmental analysis of such a walkway would be conducted pursuant to CEQA prior to PCCD action.
- L2-7** Mitigation measure TRA-4 and the reference to adding a bus stop on campus has been eliminated. MTS currently has no plan to install a bus stop at the project site. The Transportation Demand Management (TDM) is proposed with the goal to reduce and/or remove vehicle trips out of the peak hours, thus reducing congestion. However, no credit was assumed in the trip generation calculations for the implementation of TDM measures. The discussion of the TDM Plan has been moved to Chapter 3 (Project Description) of the Final EIR.
- L2-8** This comment discusses the constraints associated with bus service on campus and notes that a route serving the project site would need to extend beyond the campus to turn around, either through the residential areas off Matinal Road, the industrial area off Via Del Campo, or farther west into 4S Ranch, all options would add time, mileage, and cost to potential service. This comment is noted and no further response is required.
- L2-9** This comment discusses the infeasibility of adding a bus stop on eastbound Rancho Bernardo Road at the campus driveway as a result of safety issues. At this time no bus stop is proposed in this location. This comment is noted and no further response is required.

- L2-10** This comment notes that none of the existing 5-foot sidewalks along Rancho Bernardo Road or Matinal Road meet the ADA-required width of 8-feet for a new bus stop. At this time no bus stop is proposed in this location. This comment is noted and no further response is required.
- L2-11** This comment notes that the environment of the pedestrian route between West Bernardo Drive and the proposed project driveway is not conducive to attracting transit ridership due to the characteristics of the adjacent roadways. This comment is noted and no further response is required.
- L2-12** This comment notes that “DART” service to western Rancho Bernardo and commuter bus service to 4S Ranch have been discontinued as a result of insufficient demand. This comment is noted and no further response is required.
- L2-13** See response to comment L1-10 for discussion regarding shuttle service.
- L2-14** This comments provides further suggestions from MTS regarding increase in transit mode share from the project. As noted in response to comment L1-10, the demand for transit and other services from the project presently is unknown. PCCD shall conduct annual surveys to gauge student and staff interest for alternate transportation and other services such as transit passes, shuttle service, and expansion of vanpools and carpools. Free parking will be offered during the first year of operation in response to community concern regarding on-street parking in the neighborhood. The future imposition of parking fees for subsequent years will be reviewed by the Governing Board on a year by year basis.
- L2-15** This comment notes that the Bernardo Center Drive Alternative is a more convenient location that would be better served by MTS Route 20 if a pedestrian connection were feasible along the west side of the I-15 and/or from West Bernardo Drive. This comment is noted and no further response is required.
- L2-16** This comment notes that MTS has received two comments from the public requesting that transit service be implemented at the proposed project site once open. This comment concludes that due to the location of the proposed project site and lack of MTS resources, it is unlikely that MTS will offer substantive mitigation or nearby transit access for the project. This comment is noted. PCCD will continue to work with MTS to identify transit strategies to serve the project site.

## Letter I1 San Diego Archaeological Society



### San Diego County Archaeological Society, Inc.

Environmental Review Committee

23 November 2015

To: Mr. Dennis Astl  
Palomar Community College District  
San Marcos Campus  
1140 West Mission Road  
San Marcos, California 92069-1487

Subject: Draft Environmental Impact Report  
Palomar Community College South Education Center

Dear Mr. Astl:


I have reviewed the cultural resources aspects of the subject DEIR on behalf of this committee of the San Diego County Archaeological Society.

Based on the information contained in the DEIR, we agree that the project is unlikely to result in significant impacts to cultural resources. And we therefore agree that no cultural resources mitigation measures are required.

I1-1

Thank you for the opportunity to provide our comments on this project.

Sincerely,

  
James W. Royle, Jr., Chairperson  
Environmental Review Committee

cc: SDCAS President  
File

## Response to Letter I1

- I-1 This comment states that the commenter has reviewed the cultural resources analysis contained in the DEIR and concurs with the analysis and mitigation. No response is necessary.



## Letter I2     Aaron

From: Aaron [mailto:alittle0@gmail.com]  
Sent: Sunday, May 08, 2016 8:25 PM  
To: Astl, Dennis D. <dastl@palomar.edu>  
Subject: Keep Palomar at Palomar

To whom it may concern,

As a resident of The Westwood community, I urge you to keep Palomar on its property and not impede upon the lives of us residents by simply assuming we will be fine with your students parking in our community.

As a father of four, the last thing I want is people from outside of our community making themselves at home on our streets due to the fact that their school did not adequately prepare for their presence by supplying enough parking.

Please be a good neighbor.  
Aaron

**I2-1**

## Response to Letter I2

**I2-1**     See response to comment L3-1 for a general discussion regarding traffic.

## Letter I3 Katherine Albitz

From: K. Albitz [mailto:kalbitz@san.rr.com]  
 Sent: Monday, May 09, 2016 3:58 PM  
 To: Astl, Dennis D. <dastl@palomar.edu>  
 Subject: PCCD in Rancho Bernardo

Dear Mr. Astl, I am writing you to express my concern for the Palomar College construction proposed for Rancho Bernardo. I don't think that Rancho Bernardo can accommodate the increased traffic and I don't think there is enough parking planned. The adjacent neighborhoods cannot absorb overflow parking for the college. Plus traffic is already maxed out in this area.

I encourage you to investigate ways to fully mitigate these potential problems, and in fact, I believe that this site is not right for this project. The area just can't handle the additional traffic and parking that would be required. I am in support of the idea of another PCCD branch, but I don't think Rancho Bernardo is the right place for it. I hope you can find another, more suitable, plan for PCCD.

**I3-1**

Thank you for your consideration of these issues.

Katherine Albitz  
 Matinal Cir  
 San Diego, CA 92127

## Response to Letter I3

**I3-1** This comment letter provides a general comment related to concerns about traffic impacts in the vicinity of the project site. As described in Section 4.8.3.1, there are no significant project related opening day traffic related impacts to all identified roadway segments, including Rancho Bernardo Road and West Bernardo Drive, intersections, freeway segment and ramp metering operations.

However, significant cumulative intersection impacts for the year 2035 were identified at the Rancho Bernardo Road/Via Del Campo, Rancho Bernardo Road/Matinal Road, and Rancho Bernardo Road/West Bernardo Drive intersections. With the implementation of mitigation measures TRA-1 and TRA-2, which include the construction of intersection improvements at the intersection of Rancho Bernardo Road/Via Del Campo and restriping of Rancho Bernardo Road/Matinal Road in the vicinity of the proposed project driveway to help alleviate peak hour congestion along the study area roadway systems, significant cumulative intersection impacts would be reduced to less than significant with the exception of the Rancho Bernardo Road/West Bernardo Drive intersection for which mitigation is physically infeasible and/or does not reduce levels of service to below a level of significance. Mitigation measure TRA-2 proposes two options for mitigation: 1) to restripe the northbound approach at the project access to provide a shared left-turn/thru lane and a dedicated right-turn lane, or 2) to restripe the northbound approach with dedicated left-turn and right-turn lanes (with northbound thru movements prohibited) and the southbound approach with a shared left-turn/right-turn lane and southbound thru movement prohibited. However, given that some of these improvements lie within the city jurisdiction, these improvements will be provided to the satisfaction of the City Engineer.

The comment also expresses concerns about a large amount of drivers located outside the Westwood community utilizing Matinal Road or other neighboring streets as a “cut-through” route. An analysis of cut-through traffic was provided in Section 4.8.3.1 of the DEIR and is summarized here. The project proposes access from the Matinal Road intersection onto Rancho Bernardo Road. Currently, this location primarily serves as access to the Westwood residential community located north of Rancho Bernardo Road. A review of the SANDAG select zone assignment (SZA) computer model indicated one percent of project traffic (33 ADT in Opening Day and 68 ADT at maximum enrollment in year 2035) would be oriented to/from the community of Westwood via Matinal Road. However, for purposes of being conservative based upon the potential for “cut-through” trips through the residential community, this percentage was doubled to 2 percent of project trips. The likelihood of trips utilizing Matinal Road would be to the result of one of two factors: 1) people living in the Westwood community who would attend the North Education Center; or 2) people oriented further north that would “cut-through” the Westwood community to reach the project site.

Matinal Road serves as a residential roadway providing local access for homes within the area. West Bernardo Drive is the main Collector road in the community lined with feeder roads connecting Westwood residents to their ultimate destination. A travel time study was conducted for two optional routes between the project site and the Duenda Road/West Bernardo Drive intersection in the northern part of the community. The travel time study was conducted to determine the amount of time it would take to travel between these two points during the PM peak hour (4:30-5:30 p.m.) using the Collector road route on West Bernardo Drive and the residential route via Matinal Road.

While the travel time study shows a slight increase in the amount of time it would take to travel from project site to the Duenda Road/West Bernardo Drive intersection using West Bernardo Drive and Rancho Bernardo Road, it would be unlikely that a large amount of drivers located outside the Westwood community would utilize Matinal Road as a “cut-through” route since they would need to be familiar with the local streets. For drivers who are familiar with the area, a reduction in travel time of 36 seconds is relatively small and considered insignificant.

See response to comment L1-12 for a discussion of on and off-site parking.

## Letter I4 Judith Allison

From: Judith Allison [mailto:jaallison@san.rr.com]  
Sent: Friday, April 29, 2016 11:56 AM  
To: Astl, Dennis D. <dastl@palomar.edu>  
Subject: Re Palomar RB campus traffic concerns

Greetings, Mr. Dastl:

This is my second email to you. As the resident on the NE corner of Matinal Road and Rancho Bernardo Road, my home and safety are of all residents most affected.

Is there no consideration of an alternate entrance to the campus? All the plans to restripe the road will not in any way slow or reduce the hundreds to thousands of entries and exits at this corner. As I have previously noted, collisions regularly happen on this corner. Two months ago a driver ran the red light going west on RB Road and sheared off the front of a car leaving Matinal Road.

I4-1

I also see no consideration of reducing the speed limit from 50 mph, which gives people the idea that 60 mph is their right, which they usually exercise. Recently a traffic officer posted on Matinal Road near my home where 25 mph is the limit, was “having a great day” in his words – “I don’t even stop them unless they’re driving 40 or over”. The NE traffic division has ceded Rancho Bernardo Road to “ad lib” – saying it is simply too dangerous to try to stop speeders on it. (??).

How much time have you spent waiting at this entrance to the campus? I would suggest that your executive committee try it.

Respectfully,  
Judith Allison  
Matinal Road, SD 92127  
jaallison@san.rr.com



From: jaallison@san.rr.com [mailto:jaallison@san.rr.com]  
 Sent: Monday, May 09, 2016 7:45 PM  
 To: Astl, Dennis D. <dastl@palomar.edu>  
 Cc: maienschein@assembly.ca.gov; kevinfaulconer@sandiegogov.com  
 Subject: Palomar College failure to provide 2nd entrance or adequate parking.. APPALLING!

To Mr. Astl, and all who are driving forward your plan to destroy the safety and calm of our Rancho Bernardo neighborhood:

As the resident most affected of anyone in Westwood - my home is on the NE corner of RB Road and Matinal Rd., the only entrance to hundreds and thousands of staff, teachers and students coming day and night into the RB campus, I am horrified and appalled at your egregious refusal to respond.. WHY ARE YOU NOT BUILDING ANOTHER ENTRANCE OFF W. BERNARDO ROAD??

Instead, you have sent people to measure our homes and streets, and we see now that YOU ARE NAMING 511 'OFF SITE PARKING' spaces IN FRONT OF OUR HOMES!!- essentially, jamming our homes and streets near the projected PC opening, with students, adding to the serious traffic hazards: (constant speeding (in a 25mph zone, traffic officers have told me, they only 'pick off' those over 40 mph (!!)) - what comes next?) A destructive, dangerous plan to reproduce SDSU problems? No privacy, no peace, no safety for neighbors who see you simply have not a scrap of regard for us as residents only to be swamped by your irresponsible exploitations??

14-2

And you claim higher values for community? I see you all as needing higher education in moral and community values. I have worked over 50 years of my life for community and what you are intending undermines all that my neighborhood stands for.

In hopes of honest improvements from everyone who has manipulated this shabby state of affairs.

Judith Allison, Ph.D.  
 Matinal Road, SD 92127  
 jaallison@san.rr.com

## Response to Letter I4

- I4-1** This comment raises general traffic safety concerns and inquiries about providing alternate entrance to the project site.

*Discussion on safety concerns.* The commenter notes general safety issues with traffic in the project area. While implementation of the proposed project would increase the amount of vehicle traffic on area roadways, it does not propose modification to City of San Diego published roadway design standards or signage that would create roadway facilities with unacceptable safety conflicts, such as sharp curves, or standards such as increased speed limits.

*Discussion on second access road.* Secondary access to the project site was evaluated as an alternative to the proposed project. As described in Section 6.5 of the DEIR, the Second Access Road Alternative assumes the proposed project would be implemented with the construction of a new second access road, rather than an interior looped road, east of the main project driveway along Rancho Bernardo Road at the existing Olmeda Way “tee” intersection. The Second Access Road Alternative would require the restriping of a shared eastbound through/right-turn lane, a northbound right-turn only lane out of the project site and require the installation of a traffic signal and signage prohibiting northbound and southbound through movements at the intersection of Rancho Bernardo Road and Olmeda Way.

The Second Access Road Alternative was not identified as the preferred alternative. Project Objective 7, which is to develop a comprehensive education center campus experience that reflects its surrounding environment, would only be partially satisfied by the Second Access Road Alternative because of the increase in impacts to aesthetics, air quality, biological resources, greenhouse gases, hydrology and water quality, noise, and paleontological resources, due to a greater ground disturbance area associated with this alternative.

The Second Access Road Alternative may potentially result in reduced traffic impacts as the second access road would allow for additional access opportunities to the project site. The addition of a second entry and exit point could potentially reduce some significant cumulative intersection impacts at the Rancho Bernardo Road/Matinal Road (proposed project access) intersection. However, it is unlikely the secondary access will alleviate the cumulative impacts to less than significant without mitigation.

Similarly, the provision of a secondary access point on Via Tazon/West Bernardo Court via the Sharp Medical Office building property could potentially reduce traffic impacts at the main access; but it is not likely to change the conclusions of significance for cumulative traffic impacts, particularly on Rancho Bernardo Road/West Bernardo Drive which would be operating at LOS E in PM peak hour in the year 2035, even without the project (see Table 4.8-13 of Section 4.8 in the Final EIR). As discussed in Section 4.8, there is no feasible mitigation to reduce the significant cumulative impacts for the Rancho Bernardo Road/West Bernardo Drive. Both the secondary access options discussed above would still have project trips continue to drive on Rancho Bernardo Road, thus continuing to result in significant impacts along this roadway.

*Conclusion regarding alternate access of project.* Overall, a feasible mitigation measure TRA-2 has been identified to reduce traffic impacts at the project access intersection of Rancho Bernardo Road and Matinal Road to less than significant levels. Thus, provision of second access will not reduce any unavoidable and significant impacts from the project that cannot already be mitigated.

Further, secondary access through either the east of the project site near the Sharp Rees-Steely building or through Via Tazon/West Bernardo Court would result in potential impacts adjacent coastal sage scrub habitat. Coastal sage scrub is a native scrub-type community that is widespread throughout the lower elevations of southern California. It is classified as a sensitive natural community by the California Department of Fish and Wildlife and impacts to this habitat would be significant. Additionally, the improvements associated with a secondary access through the Sharp Medical Office building property would require improvements on a private property, and PCCD does not have permission to make such improvements on a private property.

- I4-2** See response to comment I4-1 for a discussion of secondary project access alternative. See response to comment L1-12 for a discussion of on and off-street parking.

## Letter I5 Ivana Alter

From: Iwona Alter [mailto:iwonaalter@yahoo.com]  
 Sent: Monday, May 09, 2016 9:58 PM  
 To: Astl, Dennis D. <dastl@palomar.edu>  
 Subject: Palomar College Westwood parking Westwood

Hello,

I am writing this email in support of the Westwood neighborhood and the RB council asking for a bus stop at the school campus and changing the light at Matinal/RB rd to a dedicated right/left turn only, in and out of the school.

In addition I believe that the college authorities should provide enough of parking space on the campus as opposed to parking on Westwood neighborhood streets as their available spots. Between the college and Phil's BBQ our neighborhood is becoming a giant parking lot destroying comfort of living and home values.

While we all appreciate the value of education we would simply request respect for the residents who have been here all along.

Best regards,  
 Ivana

**I5-1**

## Response to Letter I5

- I5-1** See response to comment L2-7 for a discussion of transit access at the project site. See response to comment L1-6 for a discussion of a dedicated right/left turn out of the proposed project site. See response to comment L1-12 for a discussion of on and off-street parking. Regarding the effect of the project on property values, this is not an issue required for analysis under CEQA and no response is required.

**Letter I6 Senator Joel Anderson, District 38**

**Senate**  
**California Legislature**  
**JOEL ANDERSON**  
**SENATOR**  
THIRTY-EIGHTH SENATE DISTRICT



May 2, 2016

Adrian Gonzales  
Interim Superintendent/President  
Palomar Community College District  
1140 West Mission Road  
San Marcos, CA 92069-1487

RE: Palomar College South Education Center

Dear Mr. Gonzales,

It is my pleasure to write in support of the Palomar Community College District's (District) South Education Center. As the Senator from California Senate district 38, I am proud to represent several wonderful North County communities within the District and many of its students.

Since 1946, the District has offered exceptional degree and certificate programs to the diverse communities and students it serves. In addition, the District provides courses for several local high schools I represent, including those in Fallbrook, Poway and Ramona. I appreciate that they have made a concerted effort to facilitate access to education through many satellite facilities throughout their jurisdiction in addition to the main campus in San Marcos.

Our mutual constituents in Poway, Carmel Mountain Ranch, 4S Ranch, Santa Luz, Del Sur, Sabre Springs, and Ramona would all greatly benefit from the planned South Education Center. The District's proposal aims to serve the southern portion of Palomar Community College District through the conversion of an existing four-story building into an all-inclusive education center and to improve existing parking structures, roads, drainage, walkways, and landscapes. This additional access to educational opportunities for the southern region of the District is important to the economic prosperity of my constituents, and I am pleased to support it.

Thank you for your dedication to affordable education, valuable vocational opportunities, and academic excellence. Please do not hesitate to contact my office at (619) 596-3136 if I may be of assistance in any way.

Sincerely,

A handwritten signature in blue ink, appearing to read "Joel Anderson", is written over a printed name and title.

Joel Anderson  
Senator, District 38

I6-1



## Response to Letter 16

**16-1** This comment provides general support for the proposed project. No response is required.

## Letter 17 A. Ann

**From:** A Ann [mailto:mainaminis@gmail.com]  
**Sent:** Thursday, May 05, 2016 5:53 PM  
**To:** Astl, Dennis D. <dastl@palomar.edu>  
**Subject:** Palomar concerns

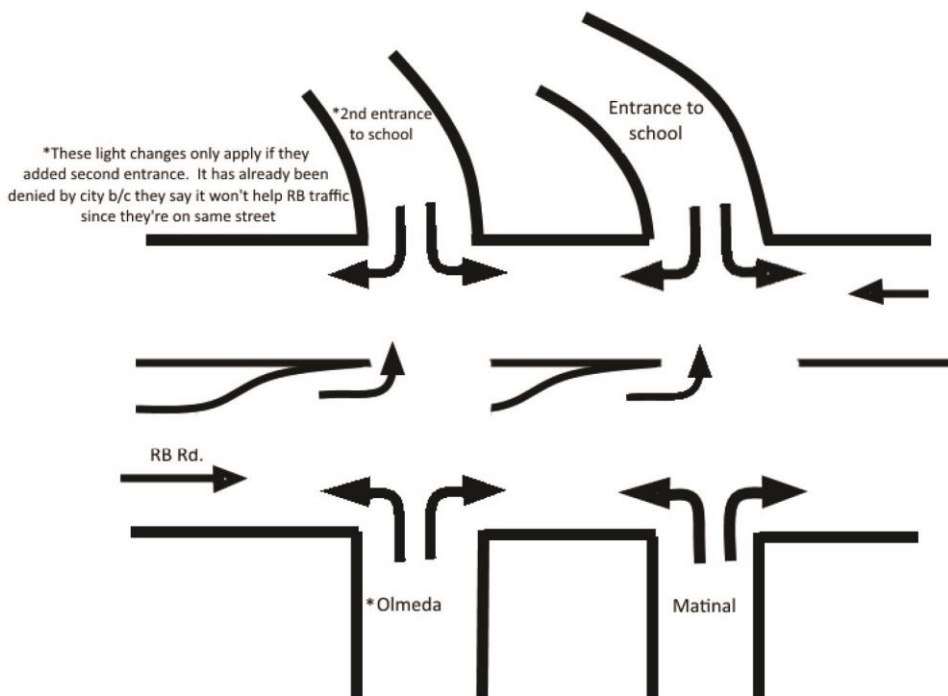
Hi,

Here are my concerns and what I would like to happen with Palomar going into RB. My first choice would be No Project Alternative. This is the wrong spot for a college. Please consider the business district just a few streets in. If that is not possible, the Bernardo Center Drive Alternative. It would stop the impact on the Westwood community. We bought our houses because of the community and your presence will ruin that. Put bluntly what you're doing is not fair to the hundreds of families that live here. Student enrollment needs to go down (reduced project alternative) if the school does not move to the Bernardo Center Drive Alt. as RB rd cannot handle that many people.

**17-1**

But if nothing else these PLEASE make these happen to protect our neighborhood:

1. Change the lights at Matinal/RB Rd. to be right and left turn only - both coming in to the school and going out. That would make it pointless to cut through our neighborhood to get to school. If you add a second access point at Olmeda/RB Rd. there would need to be the same only right/left turn in and out. Please forgive the crappy drawing. RB community Council submitted a letter saying something similar to the right/left only.



**17-2**

2. Palomar must provide enough parking without putting our streets as available spots in their tally (on page 218 of the EIR you say you are counting on 511 spots in our neighborhood as your overflow parking. We are a residential area, not your parking lot). Build another parking structure (you have the land - minimize your landscaping), offer off site parking with a shuttle or whatever else you want to do but keep our neighborhood out of it. With 737 spots and 2,000 FTES you are banking on using our streets for your students. Not ok! Your students pay you to go to school, therefore you should provide adequate parking on your campus. We will not be your overflow parking! Even with adequate parking at the Palomar campus there still will be people trying to park in our streets to avoid paying for a school parking permit in which case our neighborhood will work to form a residential parking district so only residents could park on the street. For your own best interest you need to plan for your students - will will not sit back while you crowd our streets. We will fight you till you're out and then your students will be the ones with no where to go. The good neighborly thing to do would also be to inform students that they SHOULD NOT park in Westwood.

**I7-3**

Please do what's right. We had no say in you moving in and you will affect our daily lives immensely.

Thanks.

## Response to Letter I7

- I7-1** As discussed in Section 6.4 of the EIR, the No Project Alternative would not accomplish any of the project objectives and was determined to be infeasible. Primarily, the No Project Alternative would not meet the PCCD Educational Master Plan Update goals to locate an education center in the southern portion of the PCCD service area to target an underserved population in the region.

Section 6.7 of the EIR notes that the Bernardo Center Drive Alternative is less desirable than the proposed project as it would limit the amenities available on campus due to the reduced size of the project site and would result in an increase in impacts to all resource areas analyzed because of the increase in construction activity due to a greater ground disturbance area. As discussed in the traffic report (see Appendix G, Traffic Memorandum dated March 24, 2016), with the “Bernardo Center Drive Alternative,” it is likely that cumulative impacts would be reduced with the shift in project traffic from Rancho Bernardo Road to Bernardo Center Drive. However, it is possible that significant traffic impacts could occur within the redesignated study area given the similarities between Rancho Bernardo Road and Bernardo Center Drive: Four-Lane Major Roadways providing access to the 558-acre Bernardo Industrial Park.

Section 6.6 of the EIR notes that relevant goals and objectives of the PCCD 2022 Educational Master Plan 2010 Update would only be partially obtained because the reduced project alternative would serve a reduced student population which is not consistent with educational goals and policies of the 2010 Plan. In addition, any reduction in FTES potentially reduces the economic viability of the project to a point the project will be unable to be self-supporting, such that the number of FTES does not pay for the operating expenses. This alternative would not completely eliminate the identified significant unavoidable cumulative intersection impacts and is potentially economically infeasible for PCCD.

- I7-2** See response to comment L2-7 for a discussion of transit access at the project site. See response to comment L1-9 for a discussion of a dedicated right/left turn out of the proposed project site. With regard to feasibility of Second Access Alternative, see response to comment I4-1. Further, some of the improvements proposed for this intersection is within city jurisdiction and any improvements at this intersection, including restricting movements to only right/left turn in, will be provided as per the City Engineer’s satisfaction.
- I7-3** See response to comment L1-12 for a discussion of on and off-street parking.



**Letter I8 Penny Bauder**

From: Penny Bauder [mailto:penny\_bauder@yahoo.com]

Sent: Monday, May 09, 2016 10:17 PM

To: Astl, Dennis D. <dastl@palomar.edu>; Halcon, John <jhalcon@palomar.edu>; markevilsizer@aol.com; Hensch, Nancy A. <nhensch@palomar.edu>; nancychadwick@cox.net; McNamara, Paul <pmcnamara@palomar.edu>; assemblymember.maienschein@assembly.ca.gov; bfennessy@sandiego.gov

Subject: PALOMAR COMMUNITY COLLEGE, DISTRICT SOUTH EDUCATION CENTER, Recirculated Draft, Environmental Impact Rep

Good Morning,

I wanted to take a moment and make sure that you were aware of the very displeased Westwood Residents here in Rancho Bernardo, in relation to multiple major community projects, most recently this one described below. We community members would appreciate every bit of help we can get to help keep our community safe, healthy, and thriving.

**18-1**

The first response is to request the NO PROJECT ALTERNATIVE. I do not feel that the plans put forth by Palomar College and those described in the EIR will adequately enrich our wonderfully planned community. Adequate and reasonable parking for the anticipated needs onsite is poorly addressed in the recirculated draft. The very fact that 511 "off-site" parking spaces have been identified throughout our neighborhood streets, raises a red flag very high with our community and families.

Students will have to walk to campus over half a mile from a bus stop because the EIR doesn't allow for making one closer to the campus. How can this be ADA approved? The environment Palomar will be surrounding is a planned community that takes great pride in its clean streets, safe pedestrian cross walks, and cycling enthusiasts. Please build more parking spots so that our community environment (neighborhood and businesses) will not be burdened with excess vehicles. It is also for the safety of the STUDENT PEDESTRIANS so they will not have to cross a busy intersection at the entrance to the college. The Summary of Cumulative Impacts does effect of future buildings on this site either. This will significantly affect the parking allocated for the campus. There are 792 current parking spots with at least 1500 people attending this site daily. It is unrealistic to think that half of these people will use alternate types of transportation. Furthermore, the impact of over 3500 people attending this site makes the parking allotment extremely significant. How can a cumulative impact NOT occur in this area? Project Objectives #5 says the campus will be 'self-sufficient/self-sustaining so as not to create a drain on the resources of the PCCD'. What about being self-sufficient/self-sustaining so as not to create a drain on the community? Not building enough parking spots on the campus will create a drain and ill-rapport in the community. We, the community neighborhood, will have to pay for residential parking permits so we can park in front of our own homes due to students that will be parking in our neighborhood. It will happen. With the City of San Diego having six Community Parking Districts, five Residential Permit Parking Areas, and Chula Vista establishing a Residential Parking Area, all because of inadequate supplies of parking availability. And at least five of all these areas are due to college students infringing on neighborhoods. Why not use our tax payer dollars which support Prop M and build adequate parking on this site.

**18-2**

A secondary access SHOULD be made for traffic congestion and not be an alternative suggestion. Being a reasonable citizen, I realize the Second Access Road Alternative has pros and cons. Placing a traffic light at Olmeda Way is beneficial because it will allow the residents to exit their neighborhood due to the extra traffic that will be impacting our neighborhood. The negative aspect of this

**18-3**

traffic light at Olmeda Way is that it will add an unsightly large piece of equipment to our planned community. I don't know the exact parameters used for the traffic studies but it can attest to every single conversation with Westwood Residents that ever try to turn left onto RB Road from Olmeda that it is both dangerous and quite often near impossible for minutes on end. Although the traffic study conducted for this review indicates that it will not impact the roads significantly. Significantly is a choice word indicating worth of importance. Maybe not significant to the college or the city, but it is significant to our community especially the neighborhood. Consider this Third Alternative Plan for a Second Access Road Alternative. Purchase the building below Palomar site where Sharp Health Care is currently. Make second access road come through this parking lot onto Via Tazon. This would provide vehicles to be closer to Transit Parking Station and reduce traffic directly onto Rancho Bernardo Road. A bus stop could be placed on Via Tazon close to the second access road. Drivers would have the option to turn towards public transit or proceed to another I-15 Intersection at Bernardo Center Road. Alternatively, drivers could turn towards Rancho Bernardo Road with an already existing traffic light.

**18-3  
cont.**

The Project Level Environmental Impacts and Mitigation Measures Table both dismiss a small significant amount of traffic and safety creating problems with the public Circulation System Performance. The proposed looped roadway just has faculty and staff running in circles because Palomar deems a second access road as an alternative solution rather than being PART of the solution. How can adding 1500 people a day NOT disrupt a public system NOT designed for this additional amount of people? This table further dismisses how 1500 people would not disrupt the Congestion Management Plan and the inadequate Emergency Access. How will fire and rescue or ambulances get into Palomar soon enough when traffic is at its peak? As far as the Alternative Transportation Facilities, there is no public transit bus stop close enough for students and faculty. For Long-Term Intersection Operations, how can the Delay change decrease? Adding 1500, and increasing to 3500 people on this road during a firestorm will delay evacuations further than they were in 2007.

**18-4**

Building a transit bus stop on campus or at least offer a shuttle service to the local transit station to increase the safety of the students and faculty. The Rb Community Council has outlined a few requests along this letter's same lines that need to be utilized in this proposed construction process.

**18-5**

In closing, the Mitigation measures state that "although no mitigation measures are required, the PCCD will work with the City to determine other ways to improve access to the project site".) Thank you for recognizing that your business will impact our community. Please provide extra parking spots, the Third Alternative Access Road, and a transit bus stop to indicate your good neighbor approach in our community. We take great pride in being from RB and embrace our traditions. I would like to see you become a meaningful part of our community. By taking our responses into consideration and implementing our reasonable requests, it will ensure us of your honest desire to become that comprehensive education center campus which reflections on and has respect for its neighborhood environment and be a true part of our community. Please be aware that our Westwood Community has been part of very poor government planning for two major builds/remodels that are currently in the spotlight and are bringing rightfully due negative criticism about our city planning boards, oversight, companies/entities, and all the individuals that are supposed to be looking out for us.

**18-6**

Respectfully,  
Rancho Bernardo-Westwood Resident  
Penny Bauder  
Matinial Drive, San Diego, 92127



## Response to Letter I8

**I8-1** This comment is an introduction to the comment letter. No response is required.

**I8-2** See response to comment I7-1 for a general discussion of project alternatives including the No Project Alternative. See response to comment L1-12 for a discussion of on and off-street parking, including “cumulative” build-out parking capacity and supply. See response to comment L2-7 for a discussion of transit access at the project site.

Regarding ADA concerns, the project has been submitted to, reviewed and approved by the Division of the State Architect (DSA) which has oversight on all Community College and K-12 facilities throughout the State of California. The DSA specifically reviews and approves Accessibility for every facility ensuring the design meets all current ADA standards. An ADA path of travel is included in the design from the buildings down to Rancho Bernardo Road. PCCD is ADA compliant throughout its property.

Regarding pedestrian safety, the study area includes sidewalks along both sides of the nearby streets. Traffic signals at all major intersections provide controlled pedestrian crosswalks and allow for safe pedestrian connections within the study area. See Section 4.8.1.6 of the EIR for a discussion regarding pedestrian safety.

**I8-3** See response to comment I4-1 for a discussion of secondary project access, both for discussion on Secondary Project Access Alternative and alternative discussing second access through Sharp-Rees Medical Facility property. See response to comment I3-1 for a general discussion of traffic. See response to comment L2-7 for a discussion of bus stop and transit access at the project site. As discussed, MTS has stated that currently there is not enough demand for a bus route in this area so a bus stop at Rancho Bernardo Road or Via Tazon is not being considered at this time.

**I8-4** See response to comment I3-1 for a general discussion of traffic impacts. Regarding disruptions to an adopted congestion management plan. As described in Section 4.8.3.2, the closest designated congestion management program (CMP) roadway that serves the project site is I-15, as identified in the Final 2008 Congestion Management Program Update (SANDAG 2008). However, as discussed in Section 4.8.3.1, the proposed project would not adversely affect traffic conditions on the I-15 or the surrounding local circulation system. Further, the proposed project does not propose any modifications to the I-15 or access to the I-15 and would not result in a substantial number of new trips on the I-15 during peak hours. Therefore, the proposed project would not conflict with an applicable CMP.

Regarding disruptions to emergency access, as described in Section 4.8.3.3 of the DEIR, the Rancho Bernardo Community Plan does not identify any evacuation routes within the study area (City of San Diego 1988). The proposed project would continue to utilize the existing driveway at the intersection of Rancho Bernardo Road and Matinal Road for site access. Development of the proposed project would also construct an internal looped roadway that would provide access throughout the campus. The proposed project would comply with all applicable design regulations and policies related to emergency services requirements, such as the fire code and street design requirements for fire trucks. Additionally, the PCCD Emergency Response Plan is designed to effectively coordinate the use of both PCCD and community resources to protect life and property immediately following a major natural or accidental disaster affecting any Palomar College campus. The PCCD Emergency Response Plan would be updated to include the proposed PCCD South Education Center. Thus, the proposed project would not impair implementation of or

physically interfere with an adopted emergency response plan or emergency evacuation plan, and no impact would occur.

Further, the city previously approved a 330,000 square feet of office/research and development use on the site with a single access at Rancho Bernardo Road and Matinal Road. The site access/design met all applicable city safety standards. (See City of San Diego, Bernardo Industrial Park Lot 11 Final MND (SCH 2005031034), October 13, 2005). As such, a 110,000 square foot educational center with an almost equal amount of daily trips generated (3,300 office ADT; 3,374 education center ADT as discussed in Appendix G Traffic Memorandum dated March 24, 2016) with same width of access road and same access point is not likely to generate emergency access concerns.

- 18-5** See response to comment L1-10 for a discussion of carpools and vanpools, and shuttle service at the project site. See response to comment L2-7 for discussion regarding the installation of a bus stop at the project site.
- 18-6** This comment provides closing comments and a summary of comments provided. No further response is required. The concerns regarding traffic, parking, alternatives, and transit have been addressed in comments I8-2 through I8-4.

## Letter I9 Douglas Bazler

**From:** dbazler@juno.com [mailto:dbazler@juno.com]  
**Sent:** Saturday, May 07, 2016 9:49 PM  
**To:** Astl, Dennis D. <dastl@palomar.edu>  
**Subject:** Palomar College

Hello,

I do NOT approve of the Palomar College project in the Ranch Bernardo (Westwood) area. We already have a parking nightmare with the recent construction of Phil's Barbecue restaurant in the area. We don't need college students parking on our local streets. Our property values will suffer greatly. Please ban this project.

**I9-1**

Sincerely,  
 Douglas Bazler  
 Capilla Rd.  
 San Diego, Ca 92127

## Response to Letter I9

- I9-1** See response to comment L1-12 for a discussion of on and off-street parking. Regarding the effect of the project on property values, this is not an issue required for analysis under CEQA and no response is required.



## Letter I10 Marilyn Bazler

From: Marilyn [mailto:drumgirl4@hotmail.com]

Sent: Monday, May 09, 2016 12:46 PM

To: Astl, Dennis D. <dastl@palomar.edu>; Halcon, John <jhalcon@palomar.edu>; markevilsizer@aol.com; Hensch, Nancy A. <nhensch@palomar.edu>; nancychadwick@cox.net; McNamara, Paul <pmcnamara@palomar.edu>; assemblymember.maienschein@assembly.ca.gov; markkeresey@sandiego.gov; kevinfaulconer@sandiego.gov; BFennessy@sandiego.gov

Subject: Parking nightmare in Westwood, Rancho Bernardo

As a concerned citizen, I respectfully object to the Palomar College Project that will adversely affect the all ready over congested parking situation in Westwood. As it is, there is a tough parking challenge on the streets of Westwood. The new Phil's BBQ restaurant did not provide enough parking for their employees and patrons, and, the Waterbridge condos in the same area, have also forced people to park in our near by community. All these issues have been brought out in the Nextdoor Web site, with our whole community being even more concerned with the upcoming parking issue with the college parking on our residential streets. Please consider the affects of the parking nightmare in our area! Find a better solution for the students parking challenge.

I10-1

Sincerely,  
Marilyn Bazler.  
Capilla Rd. San Diego Ca. 92127.

## Response to Letter I10

I10-1 See response to comment L1-12 for a discussion of on and off-street parking.

**Letter I11 Susan Billings**

Susan Billings  
Matinal Rd, San Diego, CA 92127

May 9, 2015

Dennis Astl  
Palomar Community College District, San Marcos Campus  
1140 West Mission Road  
San Marcos, Ca 92069-1487  
dastl@palomar.edu

RE: The PALOMAR COLLEGE EIR LATEST REPORT Response

Dear Committee,

This letter is my response to the latest Environmental Impact Report for the Palomar College South Campus that is planned to be located in my community, across from my neighborhood in what is known as the Westwood area of Rancho Bernardo.

Since 2010, this community has been requesting Palomar College to change THEIR plans to open a campus in this neighborhood. It again appears that we have been forgotten, ignored and overlooked. Rather than trying to be a "good neighbor", many in this community feel these plans are being crammed down our throats, that we have been blatantly lied to, with all parties' full knowledge that the opening of this proposed campus will cause further traffic problems, parking problems, increased congestion and overall frustration. Not a good way to be "neighborly."

**I11-1**

Please refer to the Pomerado "News Journal" dated April 14, 2016 (a copy or attachment can be provided, perhaps also available at [ww.pomeradonews.com](http://ww.pomeradonews.com)). On page 20, a local Realtor writes of her firsthand account of Emergency Fire equipment in route to a call, struggling to gain access through the intersection of Rancho Bernardo Road and West Bernardo Road due to the traffic jam. This is the main intersection to the East of your proposed site. Since then, Phil's Barbecue has opened for business at that intersection and soon the large Sharp Rees-Sealy new complex will be opening on the opposite corner.

We have made repeated requests for the college to develop an additional ingress/egress plan. Have those requests fallen on deaf ears?

We have also asked that parking issues be address so the local area would not be impacted; you stated adequate on-campus sites existed and that the local area would not be impacted. Come on!! We all know this is not true!! It now appears the Environmental Impact Report section 4.8.3.5 identifies 511 available off-site parking spaces in Westwood. Seriously!!!! On our streets? Why was this not mentioned in the previous EIR? Another lie!!

**I11-2**

The Westwood neighborhood is already impacted with on-street parking issues due to lack of parking at the Waterbridge complex and now Phil's BBQ. Refer again to the Pomerado "News Journal" dated May 5, 2016 and the front page story. The area will soon be requesting time parking limits from the City. We do not need our community destroyed with more traffic, parking issues, signs, limitations and so forth. Not to mention the decline in property values as a result of these impacts!

**I11-3**

We asked that the Westwood neighborhood not be used as a “cut-through. Another **untruth** as the **Westwood area is listed as your “Available Off-Site Parking”** and most likely will become used as a cut-through area to avoid the nightmare traffic approaching the Interstate 15 Freeway, especially during rush hour traffic.

I11-4

The college should abandon its self-centered attitude and do what is right for ALL and THIS community. I do NOT believe the Palomar College Plans and those described in the EIR will enrich our neighborhood. **NO PROJECT ALTERNATIVE. PERIOD!**

I11-5

Regards,  
Susan Billings  
Westwood Resident, Rancho Bernardo

## Response to Letter I11

- I11-1** See response to comment I3-1 for a general discussion of traffic and to L1-19 for discussion of inclusion of traffic generated from nearby projects in the traffic analysis. See response to comment L1-12 for a discussion of on and off-street parking. See response to comment I8-4 for a discussion of emergency access. See response to comment I4-1 for a discussion of secondary project access.
- I11-2** See response to comment L1-12 for a discussion of on and off-street parking.
- I11-3** See response to comment I3-1 for a general discussion of traffic. See response to comment L1-12 for a discussion of on and off-street parking. Regarding the effect of the project on property values, this is not an issue required for analysis under CEQA and no response is required.
- I11-4** See response to comment I3-1 for a general discussion of traffic including cut-through traffic. See response to comment L1-12 for a discussion of on and off-street parking.
- I11-5** See response to comment I7-1 for a general discussion of project alternatives including the No Project Alternative.

## Letter I12 Greg Birch

From: Greg Birch [mailto:gregbirch@san.rr.com]  
 Sent: Monday, May 09, 2016 3:25 PM  
 To: Astil, Dennis D. <dastl@palomar.edu>  
 Subject: Palomar in RB

Dear Mr. Astil,

I have responded before to you and the Palomar College regarding your plans to have a satellite campus on Rancho Bernardo road.

I will once again state that this is the wrong site for the needs of Palomar College for many reasons. The location next to a residential neighborhood is ill-advised as campus traffic will further detract from the neighborhood, students will park without regard to home owners. Increased traffic will bring congestion to a new high. Home owner and family safety will be compromised, neighborhood children will be at risk as they go and come from school while catching the bus. Elderly residents will be at further risk as Palomar students dash to class through our community.

The fact that there was little or no serious thought given to the entrance and exit from the facility is mind boggling. Having the limited size and number of entrances is in my opinion not in the best interest of your school or the residents of Westwood. Parking for your students was not well planned at all. This will be a disaster that has no remedy short of moving to a different location.

**I12-1**

Worked at Mount Carmel and Poway unified for over 30 years and fully understand your needs but also what effect a campus has on a neighborhood.

I ask that you abandon the plan and use better sense and find a location with all that you need, the RB location does not fit.

Thanks  
 Greg Birch  
 Westwood resident for over 25 years.

## Response to Letter I12

- I12-1** See response to comment I3-1 for a general discussion of traffic. See response to comment I8-4 for a discussion regarding safety/emergency. See response to comment I8-2 for discussion regarding pedestrian safety. See response to comment L1-12 for a discussion of on and off-street parking. See response to comment I4-1 for a discussion of secondary project access.



**Letter I13 Elena Brandstein**

May 8th, 2016

Dennis Astl  
 Palomar Community College District, San Marcos Campus  
 1140 West Mission Road  
 San Marcos, Ca 92069-1487  
 dastl@palomar.edu

RE: PALOMAR COMMUNITY COLLEGE, DISTRICT SOUTH EDUCATION CENTER, Recirculated Draft, Environmental Impact Report

I appreciate the opportunity to respond to the Environmental Impact Report for the Palomar College South Campus that will be located in my community across from my neighborhood -Westwood. I13-1

The first response is to request the **NO PROJECT ALTERNATIVE**. I do not feel that the plans put forth by Palomar College and those described in the EIR will adequately take into consideration our wonderfully planned community. Adequate and reasonable parking for the anticipated needs on site is poorly addressed in the recirculated draft. The very fact that 511 "off-site" parking spaces have been identified throughout our neighborhood streets, is unacceptable as it will change the nature of our community and allow a substantial traffic to pass through residential streets. The environment Palomar will be surrounding is a planned community that takes great pride in its clean streets, minor traffic, safe pedestrian cross walks, kids playing in the street and cycling enthusiasts. We do not want Palomar students parking on our streets or cutting through the neighborhood to avoid traffic, it is naïve to think this will not happen in the age of Google Maps and Waze. I13-2

Project Objectives #5 says the campus will be 'self-sufficient/self-sustaining so as not to create a drain on the resources of the PCCD'. What about being self-sufficient/self-sustaining so as not to create a drain on the community? Not building enough free parking spots on the campus will create a drain and ill-rapport in the community. There are 792 current parking spots with at least 1500 people attending this site daily. Furthermore, the impact of over 3500 people attending this site makes the parking allotment extremely significant. **I urge Palomar and the Planning authorities to build more free parking spots so that our community environment (neighborhood and businesses) will not be burdened with excess vehicles.** I13-3

On top of the above a **secondary access** should be made for traffic congestion and **not** be an alternative suggestion. Placing a traffic light at Olmeda Way is beneficial because it will allow the residents to exit their neighborhood due to the extra traffic that will be impacting our neighborhood. Although the traffic study conducted for this review indicates that it will not impact the roads significantly this study has not taken the added traffic from businesses already operating around Westwood as Phil's and ones that a supposed to become operational in the very near future such as Sharp. The traffic increase is already significant to our community and increased traffic from 1,500 – 3,500 additional individuals all driving through our neighborhood and /or on the exit road from our neighborhood will add to congestions and safety issues we are already suffering from. Adding 1500, and increasing to 3500 people on this road during a firestorm will delay evacuations further than they were in 2007. How will fire and rescue or ambulances get into Palomar soon enough when traffic is at its peak? I13-4

As far as the Alternative Transportation Facilities, there is no public transit bus stop close enough for students and faculty. Building a **transit bus stop on campus or at least offer a shuttle service to the local transit station to increase the safety of the students and faculty.** A bus stop could be placed on Via Tazon close to the second access road as well. The Rb Community Council has outlined a few requests along this letter's same lines that need to be utilized in this proposed construction process.

I13-5

Thank you for recognizing that your business will impact our community. **Please provide extra parking spots, the Alternative Access Road, and a transit bus stop to indicate your good neighbor approach in our community.** We take great pride in being from RB and embrace our traditions. I would like to see you become a meaningful part of our community. By taking our responses into consideration and implementing our reasonable requests, it will ensure us of your honest desire to become that comprehensive education center campus which reflections on and has respect for its neighborhood environment and be a true part of our community.

I13-6

Respectfully,  
Elena Brandstein  
Carranza Dr  
Rancho Bernardo-Westwood Resident

## Response to Letter I13

**I13-1** This comment is an introduction to the comment letter. No response is required.

**I13-2** See response to comment L1-12 for a discussion of on and off-street parking. See response to comment I3-1 for a general discussion of traffic including cut-through traffic. See response to comment I8-4 for a discussion regarding safety/emergency. See response to comment I8-2 for discussion regarding pedestrian safety.

The No Project Alternative would be infeasible because it would preclude PCCD from providing adequate capacity to accommodate the total projected increase in student enrollment for the southern region. Additionally, under the No Project Alternative the other PCCD facilities would be forced to serve higher enrollment rates than projected in order to accommodate the total projected increase in student enrollment, which would result in a physical strain on the facilities themselves as well as the faculty. The No Project Alternative is detailed in Section 6.4 of the EIR.

**I13-3** See response to comment L1-12 for a discussion of on and off-street parking.

**I13-4** See response to comment I4-1 for a discussion of secondary project access. See response to comment L1-19 for a discussion of added traffic from surrounding businesses, such as Phil's BBQ. See response to comment I3-1 for a general discussion of traffic including cut-through traffic. See response to comment I8-4 for a discussion of disruptions to emergency response plans. See response to comment I8-2 for discussion regarding pedestrian safety.

**I13-5** See response to comment L1-10 for a discussion of shuttle service to the project site. See comment L2-16 regarding feasibility of MTS providing nearby transit access for the project. See response to comment L2-7 for discussion regarding a bus stop at the project site.

- I13-6** This comment provides summary closing comments to the comment letter. Comments regarding parking, alternative access, and transit have been addressed above in comments I13-2 through I13-5. No further response is required.

## Letter I14 Nancy Canfield

May 8, 2016

Dennis Astl  
Palomar Community College District, San Marcos Campus  
1140 West Mission Road  
San Marcos, Ca 92069-1487  
[dastl@palomar.edu](mailto:dastl@palomar.edu)

RE: PALOMAR COLLEGE EIR Response-3<sup>rd</sup> Draft

Thank you for looking into alternative options for the PCCD that will be located near Westwood.

My concerns have been and continue to be the safety of our families, particularly children on their way to and from Westwood Elementary School, or enjoying their community. We envision hundreds of students from Palomar entering and exiting the **single entrance/exit** of Palomar on to RB Road and large numbers of them cutting across, through Matinal. This is the road that leads downhill to the Westwood Elementary School. Small crossing guards oversee dozens of children crossing in the morning, and after dismissal. Parents walk their children along this route, often pushing a baby carriage or walking a dog, and children walking alone. After school hours, other children ride bikes and skateboards along this route.

**I14-1**

In addition, the parking in Westwood has been an utter nightmare for the residents along Poblado, and it's feeder roads for TEN YEARS, due to Waterbridge residents. Very little has been done to help. Our Elected officials hold up their hands and say they can do nothing. That is what we expect if Palomar starts deluging Westwood from the other end. We now have Phil's BBQ to contend with, driving dozens of people to park in the same clogged Poblado artery.

**I14-2**

***What can you do?*** Simple! Create an exit and entrance through the back of the college. We've heard all the excuses, but the first time there is a crisis up there, such as a fire, or a bomb scare, and no one can get in or out, including emergency vehicles, you will be forced to find a way, as part of a law suit. Find it now! I know that Dave Roberts, County Supervisor for this district, has been consulting with you on this matter. He has been the only one who has genuinely attempted to help.

**I14-3**

This is my issue. There are others, but I will leave those to other residents to articulate. Save our children from harm, if not our neighborhood.

Sincerely,  
Nancy Canfield  
Westwood Resident

## **Response to Letter I14**

- I14-1** See response to comment I4-1 for a discussion of secondary project access. See response to comment I8-2 for a discussion regarding pedestrian safety. Pedestrian safety is address in Section 4.8.1.6 in the EIR.
- I14-2** See response to comment L1-19 for a discussion of added traffic from surrounding businesses, such as Phil's BBQ. See response to comment I3-1 for a general discussion of traffic including cut-through traffic. See response to comment L1-12 for a discussion of on and off-street parking.
- I14-3** See response to comment I4-1 for a discussion of secondary project access. See comment to response I8-4 for a discussion regarding emergency access.



## Letter I15 Luke Chen

**From:** Luke Chen [mailto:lukerchen@sbcglobal.net]

**Sent:** Sunday, May 08, 2016 9:36 PM

**To:** Astl, Dennis D. <dastl@palomar.edu>; Halcon, John <jhalcon@palomar.edu>; markevilsizer@aol.com; Hensch, Nancy A. <nhensch@palomar.edu>; nancyhadwick@palomar.edu

**Cc:** assemblymember.maienschien@assembly.ca.gov; markkersey@sandiego.gov; kevinfaulconer@sandiego.gov; BDennessy@sandiego.gov

**Subject:** Vote for the No Project Alternative for PCCD South Education Center

Dear Dennis Asti and the Palomar College Governing Board,

As the owner and occupant of 17047 Matinal Road, San Diego, 92127, I am appalled and furious at the following statement found in the Palomar College EIP found in the March 2016 4.8.3.5 TRANSPORTATION AND TRAFFIC, PCCD South Education Center EIR Page 4.8-34:

"A parking occupancy count was conducted during typical peak times for campus activity. The results of the occupancy count indicates that, at most, 27 percent of the supply was occupied by parked vehicles. As such, there is a large amount of existing on-street parking available within the Westwood community. Therefore, implementation of the proposed project would not result in inadequate parking supply on site or off site. "

"Mitigation Measure: Impacts related to parking capacity would be less than significant without mitigation; therefore, no mitigation measures are required."

I15-1

HOW DARE MY STREET AND NEIGHBORHOOD BE CONSIDERED A SOURCE FOR OVERFLOW PARKING FOR A COLLEGE! How would you like the residential street you live on serve as an overflow parking for a college and be filled with student cars coming, parking, and going every day?! Imagine what that will do to your property value!

Westwood was designed to be a neighborhood where residents can enjoy a peaceful, uncongested lifestyle. This is why residents such as myself live there. It was not designed or intended to be an urban, city-center community of high traffic and street corner to street corner of parked cars. This or anything close to it is not what we want to become by any stretch of the imagination.

Another ridiculous statement is found on EIR Page 4.8-29

"While the travel time study shows a slight increase in the amount of time it would take to travel from project site to the Duenda Road/West Bernardo Drive intersection using West Bernardo Drive and Rancho Bernardo Road, it would be unlikely that a large amount of drivers located outside the Westwood community would utilize Matinal Road as a "cut-through" route since they would need to be familiar with the local streets. For drivers who are familiar with the area, a reduction in travel time of 36 seconds is relatively small and considered insignificant."

I15-2

First of all, **perception is reality** in this case. When students are rushing to or from school, if they perceive that Matinal Road is a shorter route or that the Rancho Bernardo-West Bernardo intersection is too congested, they will take the cut-through route through Matinal Road even if it saves them only 36 seconds. **How can the writers of the EIR presume they know what will be in the minds of the student drivers?** The EIR is clearly biased to favor the project.

Furthermore, the EIR fails to report that Westwood Elementary School is on Matinal Road where hundreds of students and parents cross Matinal Road each school day. Cut-through traffic from those who work in the office parks to the west of the proposed college site is already a problem on Matinal Road. At least it is currently limited to rush hour times. However, student cut-through traffic will persist throughout the day and create more hazards to residents and students as well as increased noise pollution. Imagine what could happen when young drivers are in a rush to get to class driving through a school zone during a school day!

I15-3

Given the increased traffic and parking problems and problems with emergency egress I implore you to vote for the NO PROJECT ALTERNATIVE. Find a site that is not directly adjacent to a residential area for the college. Find one embedded in the many office parks in the area or undeveloped areas in south Escondido. You do not have the right to ignore the desire and rights of 1000's of residents in Westwood such as myself.

I15-4

Sincerely,  
Dr. Luke Chen  
Matinal Road  
San Diego, CA 92127

## Response to Letter I15

**I15-1** See response to comment L1-12 for a discussion of on and off-street parking.

**I15-2** See response to comment I3-1 for a general discussion of traffic including cut-through traffic.

**I15-3** See response to comment I3-1 for a general discussion of traffic including cut-through traffic. See response to comment I8-2 for a discussion regarding pedestrian safety.

As described in Section 5.1, the proposed project is not located within one-quarter mile of a primary or secondary school. The closest school is Kinderhouse Motessori School located 0.3 mile from the project site. Matinal Elementary is approximately one-half mile away. Schools outside of one-quarter mile are not reported in the EIR analysis per CEQA guidelines Section 21151.4.

As described in Section 4.6.3 of the DEIR, with implementation of the proposed project, noise levels along Rancho Bernardo Road would continue to meet or exceed the applicable noise compatibility threshold. Additionally, the project would not result in any discernable increase in noise level compared to existing conditions or conditions without the proposed project. The project would also not result in any increase in noise level on Via Del Campo or West Bernardo Drive. Therefore, the project would not result in a significant traffic noise impact under the Near-Term plus Project scenario.

**I15-4** See response to comment I7-1 for a general discussion of project alternatives including the No Project Alternative.

## Letter I16 George Chial

**From:** George Chial [mailto:gchial2010@gmail.com]  
**Sent:** Saturday, May 07, 2016 7:02 PM  
**To:** Astl, Dennis D. <dastl@palomar.edu>  
**Subject:** Palomar College RB

Dear Mr. Asti,

As a 20 year resident of the Westwood neighborhood specifically 1 block from the College entrance off Matinal. I am gravely concerned with section 4.8.3.5 from the environmental impact report completed on be half of the College. In addressing the insufficient parking for the College, my home my neighborhood is identified as off-site parking to the magnitude of over 500 cars. As an educator myself I am acutely aware of the challenges of balancing all of the variables involved with "school" buildings. I am currently in the middle of adding a 20,000 square foot building to our existing school facility. If this EIR is representing the plans and sentiments of the College accurately I respectfully ask that you would reconsider all other alternative solutions for the College. If the information I have accessed is incorrect or the plans of the College differ please communicate that to me and I will review accordingly.

**I16-1**

Thank You for your time.

Sincerely  
 George Chial  
 Capilla Road  
 S.D. CA 92127

## Response to Letter I16

- I16-1** See response to comment L1-12 for a discussion of on and off-street parking and refer to response to comment to I7-1 regarding discussion of project alternatives.

## Letter I17 Doug Clark

**From:** Doug Clark [mailto:dclark1954@hotmail.com]  
**Sent:** Wednesday, April 06, 2016 12:22 PM  
**To:** Astl, Dennis D. <dastl@palomar.edu>  
**Cc:** Doug Clark <dclark1954@hotmail.com>  
**Subject:** PCCD Rancho Bernardo Campus

Mr. Astl,

I am responding to the call for comments regarding the proposed PCCD Rancho Bernardo campus. As a resident of Westwood for 25 years, I want to express my concern regarding what seems like an inadequate amount of on-site parking on the proposed campus, and what seems like a huge mistake to have only one point of access for the campus.

I17-1

First, if I understand the DEIR correctly, the site plan is for the PCCD to create a 574-space parking structure, and another 218 surface parking spaces (total of 792 parking spots). This may or may not be adequate for the initial 1,031 FTES projection. But what parking is planned IN ADVANCE as the campus moves toward its projected capacity of 3,470 FTES?

I17-2

Secondly, it seems very short-sighted to have only one access road to the campus. Students who do not want to "fight the funnel" of that one point of entry/exit will no doubt park across Rancho Bernardo Rd. in the neighborhood off Matinal Rd. These streets – my community – already are full enough. ***There is no room for more cars in our neighborhood.***

I17-3

The PCCD can hardly expect the enthusiastic support of local citizens of Westwood, who live in the neighborhood across from the proposed campus, without clearly planning for better traffic flow and more adequate parking.

I17-4

I look forward to hearing how the PCCD is responsibly addressing these issues. Ignoring them at the expense of our community is hardly a just solution.

Respectfully,  
 Doug Clark  
 Ardisia Ct.  
 San Diego, CA 92127  
[dclark1954@hotmail.com](mailto:dclark1954@hotmail.com)



## Response to Letter I17

- I17-1** See response to comment L1-12 for a discussion of on and off-street parking. See response to comment I4-1 for a discussion of secondary project access.
- I17-2** As described in Section 3.4 (Project Description) of the DEIR, the project site is currently developed with 792 existing parking spaces provided by a 574-space parking structure and 218-space surface lot, previously constructed for the existing office land use. In addition, the proposed project is projected to serve 1,000 full-time equivalent students (FTES) at opening day and would accommodate 2,000 FTES at maximum capacity, not 3,470 FTES as referenced in the comment letter. See response to comment L1-12 for a discussion of on and off-street parking.
- I17-3** See response to comment I4-1 for a discussion of secondary project access. See comment L1-12 for discussion regarding on and off-street parking. See response to comment I3-1 for discussion regarding general traffic issues.
- I17-4** This comment provides closing comments to the comment letter. Concerns regarding traffic and parking has been addressed above in comments I17-1 through I17-3. No further response is required.

**Letter I18 Marijo Clemons**

May 9, 2016

Dennis Astl  
 Palomar Community College District, San Marcos Campus  
 1140 West Mission Road  
 San Marcos, Ca 92069-1487  
 dastl@palomar.edu

RE: PALOMAR COMMUNITY COLLEGE, DISTRICT SOUTH EDUCATION CENTER, Recirculated Draft, Environmental Impact Report

I appreciate the opportunity to respond to the Environmental Impact Report for the Palomar College South Campus that will be located in my community across from my neighborhood. I am appreciative to the individuals that have continued to bring this topic to us here locally in Westwood, as we are the residents these proposals directly affect. I do not know why the board or any entity would hold public meetings about projects located outside of the immediately affected areas. I was informed that there were no public meetings here in Westwood, nor Rancho Bernardo for that matter!

**I18-1**

The first response is to request the NO PROJECT ALTERNATIVE. I do not feel that the plans put forth by Palomar College and those described in the EIR will adequately enrich our wonderfully planned community. Adequate and reasonable parking for the anticipated needs onsite is poorly addressed in the recirculated draft. The very fact that 511 "off-site" parking spaces have been identified throughout our neighborhood streets, raises a red flag very high with our community and families.

**I18-2**

Students will have to walk to campus over half a mile from a bus stop because the EIR doesn't allow for making one closer to the campus. How can this be ADA approved? The environment Palomar will be surrounding is a planned community that takes great pride in its clean streets, safe pedestrian cross walks, and cycling enthusiasts. Please build more parking spots so that our community environment (neighborhood and businesses) will not be burdened with excess vehicles. It is also for the safety of the STUDENT PEDESTRIANS so they will not have to cross a busy intersection at the entrance to the college. The Summary of Cumulative Impacts does effect of future buildings on this site either. This will significantly affect the parking allocated for the campus. There are 792 current parking spots with at least 1500 people attending this site daily. It is unrealistic to think that half of these people will use alternate types of transportation. Furthermore, the impact of over 3500 people attending this site makes the parking allotment extremely significant. How can a cumulative impact NOT occur in this area? Project Objectives #5 says the campus will be 'self-sufficient/self-sustaining so as not to create a drain on the resources of the PCCD'. What about being self-sufficient/self-sustaining so as not to create a drain on the community? Not building enough parking spots on the campus will create a drain and ill-rapport in the community. We, the community neighborhood, will have to pay for residential parking permits so we can park in front of our own homes due to students that will be parking in our neighborhood. It will happen. With the City of San Diego having six Community Parking Districts, five Residential Permit Parking Areas, and Chula Vista establishing a Residential Parking Area, all because of inadequate supplies of parking availability. And at least five of all these areas are due to college students infringing on neighborhoods. Why not use our tax payer dollars which support Prop M and build adequate parking on this site.

**I18-3**

A secondary access SHOULD be made for traffic congestion and not be an alternative suggestion. Being a reasonable citizen, I realize the Second Access Road Alternative has pros and cons. Placing a traffic light at Olmeda Way is beneficial because it will allow the residents to exit their neighborhood due to the extra traffic that will be impacting our neighborhood. The negative aspect of this traffic light at Olmeda Way is that it will add an unsightly large piece of equipment to our planned community. I don't know the exact parameters used for the traffic studies but I can attest to every single conversation with Westwood Residents that ever try to turn left onto RB Road from Olmeda that it is both dangerous and quite often near impossible for minutes on end. Although the traffic study conducted for this review indicates that it will not impact the roads significantly. Significantly is a choice word indicating worth of importance. Maybe not significant to the college or the city, but it is significant to our community especially the neighborhood. Consider this Third Alternative Plan for a Second Access Road Alternative. Purchase the building below Palomar site where Sharp Health Care is currently. Make second access road come through this parking lot onto Via Tazon. This would provide vehicles to be closer to Transit Parking Station and reduce traffic directly onto Rancho Bernardo Road. A bus stop could be placed on Via Tazon close to the second access road. Drivers would have the option to turn towards public transit or proceed to another I-15 Intersection at Bernardo Center Road. Alternatively, drivers could turn towards Rancho Bernardo Road with an already existing traffic light.

I18-4

The Project Level Environmental Impacts and Mitigation Measures Table both dismiss a small significant amount of traffic and safety creating problems with the public Circulation System Performance. The proposed looped roadway just has faculty and staff running in circles because Palomar deems a second access road as an alternative solution rather than being PART of the solution. How can adding 1500 people a day NOT disrupt a public system NOT designed for this additional amount of people? This table further dismisses how 1500 people would not disrupt the Congestion Management Plan and the inadequate Emergency Access. How will fire and rescue or ambulances get into Palomar soon enough when traffic is at its peak? As far as the Alternative Transportation Facilities, there is no public transit bus stop close enough for students and faculty. For Long-Term Intersection Operations, how can the Delay change decrease? Adding 1500, and increasing to 3500 people on this road during a firestorm will delay evacuations further than they were in 2007.

I18-5

Building a transit bus stop on campus or at least offer a shuttle service to the local transit station to increase the safety of the students and faculty. The Rb Community Council has outlined a few requests along this letter's same lines that need to be utilized in this proposed construction process.

I18-6

In closing, the Mitigation measures state that "although no mitigation measures are required, the PCCD will work with the City to determine other ways to improve access to the project site".) Thank you for recognizing that your business will impact our community. Please provide extra parking spots, the Third Alternative Access Road, and a transit bus stop to indicate your good neighbor approach in our community. We take great pride in being from RB and embrace our traditions. I would like to see you become a meaningful part of our community. By taking our responses into consideration and implementing our reasonable requests, it will ensure us of your honest desire to become that comprehensive education center campus which reflections on and has respect for its neighborhood environment and be a true part of our community. Please be aware that our Westwood Community has been part of very poor government planning for two major builds/remodels that are currently in the spotlight and are bringing rightfully due negative criticism about our city planning boards, oversight, companies/entities, and all the individuals that are supposed to be looking out for us.

I18-7

Respectfully,  
Marijo Clemons



## Response to Letter I18

- I18-1** On August 17, 2015 PCCD distributed the first Notice of Preparation (NOP) for the proposed EIR. During the NOP review period, consistent with CEQA Guidelines Section 15083, a public scoping meeting was held prior to the release of the DEIR on August 26, 2015 at the Poway Branch Public Library.
- I18-2** See response to comment I7-1 for a general discussion of project alternatives including the No Project Alternative. See response to comment L1-12 for a discussion of on and off-street parking, including cumulative parking impacts.
- I18-3** See response to comment I7-1 for a general discussion of project alternatives including the No Project Alternative. See response to comment I8-1 for discussion regarding pedestrian safety. See response to comment I8-2 for discussion on ADA compliance of the project. See response to comment L1-12 for a discussion of on and off-street parking, including cumulative build-out parking capacity and supply. See response to comment L1-10 for a discussion of carpool and vanpool, and shuttle service to the project site. See response to comment L2-7 for discussion regarding transit access at the project site. See response to comment I8-2 for a general discussion regarding pedestrian safety.
- I18-4** See response to comment I4-1 for a discussion of secondary project access. See response to comment L2-7 for a discussion of transit access at the project site. See comment L2-16 regarding feasibility of MTS providing nearby transit access for the project.
- I18-5** See response to comment I4-1 for a discussion of secondary project access. See response to comment L2-7 for a discussion of transit access at the project site. See comment L2-16 regarding feasibility of MTS providing nearby transit access for the project. See response to comment I8-4 for a discussion of disruptions to an adopted CMP and emergency response plans.
- I18-6** See response to comment L1-10 for a discussion of shuttle service to the project site. See response to comment L2-7 for a discussion of transit access at the project site.
- I18-7** This comment provides closing comments and a summary of comments provided. A discussion of project access, parking, is provided above in comments I18-2 through I18-6. No further response is required.



## Letter I19 Susan Crane

From: Susan Crane [mailto:susancrane@att.net]  
Sent: Saturday, March 26, 2016 4:30 PM  
To: Astl, Dennis D. <dastl@palomar.edu>  
Subject: Proposed site in Westwood

I think your proposed extension of Palomar in the Westwood community of San Diego was made without consideration of the traffic congestion incurred. A poor selection! Please do not come to this neighborhood. **I19-1**

Susan Crane

## Response to Letter I19

**I19-1** See response to comment I3-1 for a general discussion of traffic.

**Letter I20 Gerald Cunningham**

**From:** Gerald Cunningham [mailto:gerald.cunningham@sbcglobal.net]

**Sent:** Monday, May 09, 2016 6:21 PM

**To:** Astl, Dennis D. <dastl@palomar.edu>

**Subject:** Resident Response

Mr. Astl

It appears that Palomar College intended using residential parking in our community all along despite statement made by Palomar representatives. I feel this is a massive deception to our community by Palomar College. My formal response is attached. **I20-1**

May 8, 2016

Dennis Astl

Palomar Community College District, San Marcos Campus  
1140 West Mission Road  
San Marcos, Ca 92069-1487  
dastl@palomar.edu

RE: PALOMAR COLLEGE EIR Response-3rd Draft

Thank you for looking into alternative options for the PCCD that will be located in my community.

The first response is to request the NO PROJECT ALTERNATIVE. I do not feel that the plans in the EIR will enrich our wonderfully planned community. With the intersection of I-15 and Bernardo Center Drive being an alternative project location, a traffic study should have been done on this intersection. It is not indicated on Figure 4.8.1 Existing Traffic Volumes. Although the surveys for Existing Freeway Segment Operations, Table 4.8-5, do not mandate PCCD to halt their project, the mere desire to continue with this project at the LOS level of impaction is bad for RB. I do not want any business in this area that will impact my neighborhood or my community that will decrease a traffic LOS. **I20-2**

Although parking is defined finally in this EIR it is a not a positive conclusion for the welfare of the community. Appendix H-Parking Analysis was not attached to the EIR. Upon locating it, PCCD states they acknowledge the fact that students and employees will park in the neighborhood of Westwood. PCCD indicates curbside parking may be permitted along both sides of Matinal Road, having a classification of a Two-Lane Collector. Knowing Matinal Road's LOS E capacity of 8,000 ADT on the RB Community Plan, PCCD still provided no traffic study providing the ADT for Matinal Road from RB Rd. Although one of the EIR mitigation measures show no traffic will flow into or out of PCCD at Matinal Road, this does not mean the analysis of the ADT on Matinal Road should not have been done. TRA-3 should be implemented if no alternative project is selected. **I20-3**

Though the SD City's Municipal Code may not provide for parking requirement for a community college, they do allow for is a Residential Parking District, of which there are 5. The community of Westwood is already in discussion with the city transportation department about implementing the 6th one. Additionally, the Trip Generation scenario is disconcerting. The EIR indicating **I20-4**

SANDAG has a manual for trip generations for an 'education center' but not a parking requirement further increases the community concern of parking issues. Please provide adequate parking on campus. PCCD should consider the No Project Plan or the alternative plan at Bernardo Center Drive. At minimum, PCCD should commit to not charging for parking ever.

**I20-4  
cont.**

In regards to traffic in the project study area, the mitigations measures in TRA-3 are beneficial and must be implemented not considered. The 3 cumulative significant intersection impacts, one with an LOS F condition, RB Road and West Bernardo Drive, is one major point. The mitigation measures listed in TRA-4 are hypothetical not realistic. They are necessary but will not be utilized adequately enough to offset traffic and parking nightmares. While the MTS system, Bus Route 20 and 945, is mentioned as alternative transportation, the bus stops are still too far away for acceptable walking to PCCD and surely is not ADA acceptable. The NCTS doesn't offer a bus stop close enough either. Between these two entities, a bus route and bus stop or shuttle service should be included by PCCD. Improved pedestrian cross walks with updated ADA ramps and new striping should be implemented at all intersections entering the PCCD campus. 'The vision for the Pedestrian Master Plan is to 'enhance...walking as a practice and attractive means of transportation in a cost-effective manner.' Please implement TRA-4 to make alternate transportation easier. It is known that people cut-through anywhere they can to reduce their travel time, even if it is just a mere 36 seconds. The mitigation measures are feasible to implement but there are no incentives for its utilization. And while a 100 percent increase was used for evaluating the increased traffic cut through, the percentage is unrealistic of actual traffic habits. When traffic is congested all travelers find quicker alternatives to reduce their travel time. I disagree with your point that 'it would be unlikely that a large amount of drivers located outside the Westwood community would utilize Westwood as a cut-through option. Employees become familiar with the community and thereby become regular cut-through drivers. You know that 36 seconds is significant to most people. This is a country of multi-taskers who can't sit still. Please implement TRA-2.

**I20-5**

In conclusion, section 4.8.2, states that SAFETEA-LU gives states 'and local transportation decision makers more flexibility for solving transportation problems in their communities'. Therefore the local RB (Planning Board) should be given major consideration in decisions regarding traffic issues PCCD will create. Undoubtedly, PCCD needs to provide additional parking on their campus in order to meet their financial goals. Because few San Diego residents utilize public transportation, relying on it would not be a wise decision for a business plan. Especially once students and staff realize they will be ticketed by parking in a Residential parking District. The 'project site being strategically located in the southern range of the District to target an underserved population with the District's boundaries' is a good business plan. However with this comes responsibility. Traffic and parking will be increased. I believe in making education available to everyone and making it easy to access. Access needs to come in the way of adequate parking ON campus not neighborhoods. The decision to develop a southern location is a good plan; it is just not the right location.

**I20-6**

Sincerely,  
Gerald Cunningham  
Westwood Resident

## Response to Letter I20

- I20-1** See response to comment L1-12 for a discussion of on and off-street parking.
- I20-2** See response to comment I7-1 for a general discussion of project alternatives including the No Project Alternative. See response to comment L1-14 for a discussion of the analysis of traffic impacts of the Bernardo Center Drive Alternative.
- I20-3** PCCD was notified about the appendices not being available online on March 25, 2016, the start date of the public review period for the Recirculated DEIR. PCCD then posted the appendices on its website the same day, March 25, 2016, before 3:00 p.m. The EIR in its entirety, including Appendix H Parking Analysis, was made available to public at the link (<http://www2.palomar.edu/pages/propm/environmental-impact-reports/>) that was provided in the public notice March 25, 2016, onwards for the entire public review period. See response to comment L1-12 for a discussion of on and off-street parking. Average daily traffic volumes for Matinal Road are shown in EIR Figure 4.8-1 and Table 4.8-1.

Additionally, a review of the SANDAG select zone assignment computer model indicated one percent of project traffic (33 ADT in Opening Day and 68 ADT at maximum enrollment in year 2035) would be oriented to/from the community of Westwood via Matinal Road. However, for purposes of being conservative based upon the potential for “cut-through” trips through the residential community, this percentage was doubled to 2 percent of project trips. The likelihood of trips utilizing Matinal Road would be to the result of one of two factors: (1) People living in the Westwood community who would attend the North Education Center; or (2) People oriented further north that would “cut-through” the Westwood community to reach the project site. For further discussion regarding the Traffic Study and Matinal Road see Section 4.8.3 of the EIR.

- I20-4** See response to comment L1-12 for a discussion of on and off-street parking. See response to comment I3-1 for a general discussion of traffic including cut-through traffic. See response to comment L2-7 for a discussion of mitigation measure TRA-4. As no credit was taken for trip reduction from TDM measures in traffic analysis, mitigation measure TRA-4 has been removed and TDM has been moved to Chapter 3 (Project Description). PCCD would annually certify that the TDM measures included in the Project Description are being implemented. Please refer to the project mitigation, monitoring and reporting program regarding implementation of mitigation measures.
- I20-5** See response to comment L1-12 for a discussion of on and off-street parking. See response to comment I3-1 for a general discussion of traffic.



**Letter I21 Elaine Ford**

**From:** egrandee@gmail.com [mailto:egrandee@gmail.com]

**Sent:** Sunday, May 08, 2016 8:29 PM

**To:** Astl, Dennis D. <dastl@palomar.edu>

**Subject:**

Thank you for looking into alternative options for the PCCD that will be located in my community.

The first response is to request the NO PROJECT ALTERNATIVE. I do not feel that the plans in the EIR will enrich our wonderfully planned community. With the intersection of I-15 and Bernardo Center Drive being an alternative project location, a traffic study should have been done on this intersection. It is not indicated on Figure 4.8.1 Existing Traffic Volumes. Although the surveys for Existing Freeway Segment Operations, Table 4.8-5, do not mandate PCCD to halt their project, the mere desire to continue with this project at the LOS level of impactation is bad for RB. I do not want any business in this area that will impact my neighborhood or my community that will decrease a traffic LOS.

**I21-1**

Although parking is defined finally in this EIR it is a not a positive conclusion for the welfare of the community. Appendix H-Parking Analysis was not attached to the EIR. Upon locating it, PCCD states they acknowledge the fact that students and employees will park in the neighborhood of Westwood. PCCD indicates curbside parking may be permitted along both sides of Matinal Road, having a classification of a Two-Lane Collector. Knowing Matinal Road's LOS E capacity of 8,000 ADT on the RB Community Plan, PCCD still provided no traffic study providing the ADT for Matinal Road from RB Rd. Although one of the EIR mitigation measures show no traffic will flow into or out of PCCD at Matinal Road, this does not mean the analysis of the ADT on Matinal Road should not have been done. TRA-3 should be implemented if no alternative project is selected.

**I21-2**

Though the SD City's Municipal Code may not provide for parking requirement for a community college, they do allow for is a Residential Parking District, of which there are 5. The community of Westwood is already in discussion with the city transportation department about implementing the 6<sup>th</sup> one. Additionally, the Trip Generation scenario is disconcerting. The EIR indicating SANDAG has a manual for trip generations for an 'education center' but not a parking requirement further increases the community concern of parking issues. Please provide adequate parking on campus. PCCD should consider the No Project Plan or the alternative plan at Bernardo Center Drive. At minimum, PCCD should commit to not charging for parking ever.

**I21-3**

In regards to traffic in the project study area, the mitigations measures in TRA-3 are beneficial and must be implemented not considered. The 3 cumulative significant intersection impacts, one with an LOS F condition, RB Road and West Bernardo Drive, is one major point. The mitigation measures listed in TRA-4 are hypothetical not realistic. They are necessary but will not be utilized adequately enough to offset traffic and parking nightmares. While the MTS system, Bus Route 20 and 945, is mentioned as alternative transportation, the bus stops are still too far away for acceptable walking to PCCD and surely is not ADA acceptable. The NCTS doesn't offer a bus stop close enough either. Between these two entities, a bus route and bus stop or shuttle service should be included by PCCD. Improved pedestrian cross walks with updated ADA ramps and new striping should be implemented at all intersections entering the PCCD campus. 'The vision for the Pedestrian Master Plan is to 'enhance...walking as a practice and attractive means of transportation in a cost-

**I21-4**

effective manner.’ Please implement TRA-4 to make alternate transportation easier. It is known that people cut-through anywhere they can to reduce their travel time, even if it is just a mere 36 seconds. The mitigation measures are feasible to implement but there are no incentives for its utilization. And while a 100 percent increase was used for evaluating the increased traffic cut through, the percentage is unrealistic of actual traffic habits. When traffic is congested all travelers find quicker alternatives to reduce their travel time. I disagree with your point that ‘it would be unlikely that a large amount of drivers located outside the Westwood community would utilize Westwood as a cut-through option. Employees become familiar with the community and thereby become regular cut-through drivers. You know that 36 seconds is significant to most people. This is a country of multi-taskers who can’t sit still. Please implement TRA-2.

**I21-4  
cont.**

In conclusion, section 4.8.2, states that SAFETEA-LU gives states ‘and local transportation decision makers more flexibility for solving transportation problems in their communities’. Therefore the local RB (Planning Board) should be given major consideration in decisions regarding traffic issues PCCD will create. Undoubtedly, PCCD needs to provide additional parking on their campus in order to meet their financial goals. Because few San Diego residents utilize public transportation, relying on it would not be a wise decision for a business plan. Especially once students and staff realize they will be ticketed by parking in a Residential parking District. The ‘project site being strategically located in the southern range of the District to target an underserved population with the District’s boundaries’ is a good business plan. However with this comes responsibility. Traffic and parking will be increased. I believe in making education available to everyone and making it easy to access. Access needs to come in the way of adequate parking ON campus not neighborhoods. The decision to develop a southern location is a good plan; it is just not the right location.

**I21-5**

Sincerely,  
p.elaine ford  
Westwood Residents

## Response to Letter I21

- I21-1** See response to comment I7-1 for a general discussion of project alternatives including the No Project Alternative.
- I21-2** See response to comment I20-3 for location and availability of the Appendix H Parking Analysis. See response to comment L1-12 for a discussion of on and off-street parking. Average daily traffic volumes for Matinal Road are shown in EIR Figure 4.8-1 and Table 4.8-1. See response to comment L1-3 and L1-9. TRA-3 was fully evaluated and has been determined to be ineffective and therefore is not being adopted.
- I21-3** See response to comment L1-12 for a discussion of on and off-street parking.
- I21-4** See response to comment L2-7 for a discussion of mitigation measure TRA-4. See response to comment L3-1 for general discussion of traffic including cut-through traffic. Please see response to comment I18-2 for a discussion of ADA requirements. See response to comment I8-2 regarding pedestrians and pedestrian safety. Please refer to response to comment I20-4 regarding implementation of TRA-2 and TDM measures.
- I21-5** See response to comment L1-12 for a discussion of on and off-street parking. See response to comment I3-1 for a general discussion of traffic.

**Letter I22 C.A. Ghrer**

From: ejones49@san.rr.com [mailto:ejones49@san.rr.com]  
 Sent: Monday, May 09, 2016 9:12 AM  
 To: Astl, Dennis D. <dastl@palomar.edu>  
 Subject: Palomar College EIR

9 May 2016

Dennis Astl  
 Palomar Community College District, San Marcos Campus  
 1140 West Mission Road  
 San Marcos, CA 92069-1487  
 dastl@palomar.edu

RE: The PALOMAR COLLEGE EIR

Dear Committee,

This letter is in regard to the Environmental Impact Report for the Palomar College South Campus that will be located in my community near my neighborhood in the Westwood area.

The EIR's traffic analysis about the transportation and traffic issues are definitely in need of further review. The impact to the Westwood Community for these issues WILL BE immense from the staff/student traffic and parking. It seems that the initial statement for adequate on-site parking is quite false and that now a mention of 511 available off-site parking spaces in my Westwood area are now indicated.

**I22-1**

Having owned a home on Matinal Road for 40 years, I have seen the road from its beginning as one with a dead-end that was extended due to additional housing in the Westwood Community to one that is now a "virtual freeway." And, this community does not need any more traffic that will impact the already "speeding" traffic that exists. Also, off-site parking for the college will take away almost all of the residents parking spaces in front of their homes which are already limited; create more uses of private driveways as public turn-a-rounds which also happens too frequently as it is; create more accident prone happenings with residents who pull into their driveways with speeding vehicles in close proximity right behind-----literally on their bumpers.

**I22-2**

Also, the mention of Matinal Road as a "cut-through" not happening is a myth as that has been going on for some years and, as such as previously mentioned, has made our road a "virtual freeway" and unsafe with speeding traffic. Families living in Westwood, children walking to and from the local school, bus stops for school children on Rancho Bernardo Road near Matinal Road, should be of great concern for changing the ingress/egress to the college.

**I22-3**

The whole issue of the impact on the Westwood Community, especially Matinal Road needs much more review as it does not reflect "neighborly" at all.

Regards,  
 C. A. Ghrer  
 Westwood Resident, Rancho Bernardo  
 ejones49@san.rr.com



## **Response to Letter I22**

- I22-1** See response to comment I3-1 for a general discussion of traffic. See response to comment L1-12 for a discussion of on and off-street parking.
- I22-2** See response to comment L1-12 for a discussion of on and off-street parking. See response to comment I3-1 regarding general traffic issues.
- I22-3** See response to comment I4-1 for a discussion of general safety issues. See response to comment I3-1 regarding general traffic issues including cut-through traffic. See response to comment I8-2 regarding pedestrian safety.

**Letter I23 Denis & Danielle Grady**

From: The Gradys [mailto:dnlgrady@aol.com]  
 Sent: Monday, May 09, 2016 9:11 PM  
 To: Astl, Dennis D. <dastl@palomar.edu>  
 Subject: Environmental Impact Report for the Palomar College South Campus

I appreciate the opportunity to respond to the Environmental Impact Report for the Palomar College South Campus that will be located in my community across from my neighborhood. I am appreciative to the individuals that have continued to bring this topic to us here locally in Westwood, as we are the residents these proposals directly affect. I do not know why the board or any entity would hold public meetings about projects located outside of the immediately affected areas. I was informed that there were no public meetings here in Westwood, nor Rancho Bernardo for that matter!

**I23-1**

The first response is to request the NO PROJECT ALTERNATIVE. I do not feel that the plans put forth by Palomar College and those described in the EIR will adequately enrich our wonderfully planned community. Adequate and reasonable parking for the anticipated needs onsite is poorly addressed in the recirculated draft. The very fact that 511 "off-site" parking spaces have been identified throughout our neighborhood streets, raises a red flag very high with our community and families.

**I23-2**

Students will have to walk to campus over half a mile from a bus stop because the EIR doesn't allow for making one closer to the campus. How can this be ADA approved? The environment Palomar will be surrounding is a planned community that takes great pride in its clean streets, safe pedestrian cross walks, and cycling enthusiasts. Please build more parking spots so that our community environment (neighborhood and businesses) will not be burdened with excess vehicles. It is also for the safety of the STUDENT PEDESTRIANS so they will not have to cross a busy intersection at the entrance to the college. The Summary of Cumulative Impacts does effect of future buildings on this site either. This will significantly affect the parking allocated for the campus. There are 792 current parking spots with at least 1500 people attending this site daily. It is unrealistic to think that half of these people will use alternate types of transportation. Furthermore, the impact of over 3500 people attending this site makes the parking allotment extremely significant. How can a cumulative impact NOT occur in this area? Project Objectives #5 says the campus will be 'self-sufficient/self-sustaining so as not to create a drain on the resources of the PCCD'. What about being self-sufficient/self-sustaining so as not to create a drain on the community? Not building enough parking spots on the campus will create a drain and ill-rapport in the community. We, the community neighborhood, will have to pay for residential parking permits so we can park in front of our own homes due to students that will be parking in our neighborhood. It will happen. With the City of San Diego having six Community Parking Districts, five Residential Permit Parking Areas, and Chula Vista establishing a Residential Parking Area, all because of inadequate supplies of parking availability. And at least five of all these areas are due to college students infringing on neighborhoods. Why not use our tax payer dollars which support Prop M and build adequate parking on this site.

**I23-3**

A secondary access SHOULD be made for traffic congestion and not be an alternative suggestion. Being a reasonable citizen, I realize the Second Access Road Alternative has pros and cons. Placing a traffic light at Olmeda Way is beneficial because it will allow the residents to exit their neighborhood due to the extra traffic that will be impacting our neighborhood. The negative aspect of this traffic light at Olmeda Way is that it will add an unsightly large piece of equipment to our planned community. I don't know the exact parameters used for the

**I23-4**

traffic studies but it can attest to every single conversation with Westwood Residents that ever try to turn left onto RB Road from Olmeda that it is both dangerous and quite often near impossible for minutes on end. Although the traffic study conducted for this review indicates that it will not impact the roads significantly. Significantly is a choice word indicating worth of importance. Maybe not significant to the college or the city, but it is significant to our community especially the neighborhood. Consider this Third Alternative Plan for a Second Access Road Alternative. Purchase the building below Palomar site where Sharp Health Care is currently. Make second access road come through this parking lot onto Via Tazon. This would provide vehicles to be closer to Transit Parking Station and reduce traffic directly onto Rancho Bernardo Road. A bus stop could be placed on Via Tazon close to the second access road. Drivers would have the option to turn towards public transit or proceed to another I-15 Intersection at Bernardo Center Road. Alternatively, drivers could turn towards Rancho Bernardo Road with an already existing traffic light.

**I23-4  
cont.**

The Project Level Environmental Impacts and Mitigation Measures Table both dismiss a small significant amount of traffic and safety creating problems with the public Circulation System Performance. The proposed looped roadway just has faculty and staff running in circles because Palomar deems a second access road as an alternative solution rather than being PART of the solution. How can adding 1500 people a day NOT disrupt a public system NOT designed for this additional amount of people? This table further dismisses how 1500 people would not disrupt the Congestion Management Plan and the inadequate Emergency Access. How will fire and rescue or ambulances get into Palomar soon enough when traffic is at its peak? As far as the Alternative Transportation Facilities, there is no public transit bus stop close enough for students and faculty. For Long-Term Intersection Operations, how can the Delay change decrease? Adding 1500, and increasing to 3500 people on this road during a firestorm will delay evacuations further than they were in 2007.

**I23-5**

Building a transit bus stop on campus or at least offer a shuttle service to the local transit station to increase the safety of the students and faculty. The Rb Community Council has outlined a few requests along this letter's same lines that need to be utilized in this proposed construction process.

**I23-6**

In closing, the Mitigation measures state that "although no mitigation measures are required, the PCCD will work with the City to determine other ways to improve access to the project site".) Thank you for recognizing that your business will impact our community. Please provide extra parking spots, the Third Alternative Access Road, and a transit bus stop to indicate your good neighbor approach in our community. We take great pride in being from RB and embrace our traditions. I would like to see you become a meaningful part of our community. By taking our responses into consideration and implementing our reasonable requests, it will ensure us of your honest desire to become that comprehensive education center campus which reflections on and has respect for its neighborhood environment and be a true part of our community. Please be aware that our Westwood Community has been part of very poor government planning for two major builds/remodels that are currently in the spotlight and are bringing rightfully due negative criticism about our city planning boards, oversight, companies/entities, and all the individuals that are supposed to be looking out for us.

**I23-7**

Respectfully,  
Rancho Bernardo-Westwood Home Owner & Residents,  
Denis & Danielle Grady

## Response to Letter I23

- I23-1** See response to comment I18-1 for a discussion of public scoping.
- I23-2** See response to comment I7-1 for a general discussion of project alternatives including the No Project Alternative. See response to comment L1-12 for a discussion of on and off-street parking.
- I23-3** See response to comment L1-10 for a discussion of transit access at the project site. Please see response to comment I18-2 for a discussion of ADA requirements. See comment L2-16 regarding feasibility of MTS providing nearby transit access for the project. See response to comment L1-12 for a discussion of on and off-street parking. See response to comment I8-2 for a general discussion regarding pedestrian safety.
- I23-4** See response to comment I4-1 for a discussion of secondary project access. See response to comment I8-3 for general discussion regarding entrance through the Sharp Medical Office property. See response to comment L2-7 for general discussion regarding a bus stop at the project site. See comment L2-16 regarding feasibility of MTS providing nearby transit access for the project.
- I23-5** See response to comment I4-1 for a discussion of secondary project access. See response to comment I8-4 for a discussion of disruptions to an adopted CMP and emergency response plans.
- I23-6** See response to comment L2-7 for a discussion of transit access at the project site.
- I23-7** This comment provides closing comments and a summary of comments provided. A discussion of project access and transit is provided in responses I23-2 through I23-6. No further response is required.



**Letter I24 Elizabeth Gutschow**

May 9, 2016

Dennis Astl  
 Palomar Community College District, San Marcos Campus  
 1140 West Mission Road  
 San Marcos, Ca 92069-1487  
 dastl@palomar.edu

RE: PALOMAR COLLEGE EIR Response-3rd Draft

Thank you for looking into alternative options for the PCCD that will be located in my community.

The first response is to request the NO PROJECT ALTERNATIVE. I do not feel that the plans in the EIR will enrich our wonderfully planned community. With the intersection of I-15 and Bernardo Center Drive being an alternative project location, a traffic study should have been done on this intersection. It is not indicated on Figure 4.8.1 Existing Traffic Volumes. Although the surveys for Existing Freeway Segment Operations, Table 4.8-5, do not mandate PCCD to halt their project, the mere desire to continue with this project at the LOS level of impactation is bad for RB. I do not want any business in this area that will impact my neighborhood or my community that will decrease a traffic LOS.

**I24-1**

As I stated in my letter dated December 7th, 2015, we need to preserve our community. All other businesses around have their own free parking and so should the Palomar College Rancho Bernardo location. Think about the community you are impacting before making decisions like charging for parking. We should not be impacted by businesses (customers, employees) parking in our community. It is not fair to us. This was originally set up as a business park to be all encompassing, and should be treated as such.

**I24-2**

Although parking is defined finally in this EIR it is a not a positive conclusion for the welfare of the community. Appendix H-Parking Analysis was not attached to the EIR. Upon locating it, PCCD states they acknowledge the fact that students and employees will park in the neighborhood of Westwood. PCCD indicates curbside parking may be permitted along both sides of Matinal Road, having a classification of a Two-Lane Collector. Knowing Matinal Road's LOS E capacity of 8,000 ADT on the RB Community Plan, PCCD still provided no traffic study providing the ADT for Matinal Road from RB Rd. Although one of the EIR mitigation measures show no traffic will flow into or out of PCCD at Matinal Road, this does not mean the analysis of the ADT on Matinal Road should not have been done. TRA-3 should be implemented if no alternative project is selected.

**I24-3**

Though the SD City's Municipal Code may not provide for parking requirement for a community college, they do allow for is a Residential Parking District, of which there are 5. The community of Westwood is already in discussion with the city transportation department about implementing the 6th one. Additionally, the Trip Generation scenario is disconcerting. The EIR indicating SANDAG has a manual for trip generations for an 'education center' but not a parking requirement further increases the community concern of parking issues. Please provide adequate parking on campus. PCCD should consider the No Project Plan or the alternative plan at Bernardo Center Drive. At minimum, PCCD should commit to not charging for parking ever.

**I24-4**

In regards to traffic in the project study area, the mitigations measures in TRA-3 are beneficial and must be implemented not considered. The 3 cumulative significant intersection impacts, one with an LOS F condition, RB Road and West Bernardo Drive, is one major point. The mitigation measures listed in TRA-4 are hypothetical not realistic. They are necessary but will not be utilized adequately enough to offset traffic and parking nightmares. While the MTS system, Bus Route 20 and 945, is mentioned as alternative transportation, the bus stops are still too far away for acceptable walking to PCCD and surely is not ADA acceptable. The NCTS doesn't offer a bus stop close enough either. Between these two entities, a bus route and bus stop or shuttle service should be included by PCCD. Improved pedestrian cross walks with updated ADA ramps and new striping should be implemented at all intersections entering the PCCD campus. 'The vision for the Pedestrian Master Plan is to 'enhance...walking as a practice and attractive means of transportation in a cost-effective manner.' Please implement TRA-4 to make alternate transportation easier. It is known that people cut-through anywhere they can to reduce their travel time, even if it is just a mere 36 seconds. The mitigation measures are feasible to implement but there are no incentives for its utilization. And while a 100 percent increase was used for evaluating the increased traffic cut through, the percentage is unrealistic of actual traffic habits. When traffic is congested all travelers find quicker alternatives to reduce their travel time. I disagree with your point that 'it would be unlikely that a large amount of drivers located outside the Westwood community would utilize Westwood as a cut-through option. Employees become familiar with the community and thereby become regular cut-through drivers. You know that 36 seconds is significant to most people. This is a country of multi-taskers who can't sit still. Please implement TRA-2.

I24-5

In conclusion, section 4.8.2, states that SAFETEA-LU gives states 'and local transportation decision makers more flexibility for solving transportation problems in their communities'. Therefore the local RB (Planning Board) should be given major consideration in decisions regarding traffic issues PCCD will create. Undoubtedly, PCCD needs to provide additional parking on their campus in order to meet their financial goals. Because few San Diego residents utilize public transportation, relying on it would not be a wise decision for a business plan. Especially once students and staff realize they will be ticketed by parking in a Residential parking District. The 'project site being strategically located in the southern range of the District to target an underserved population with the District's boundaries' is a good business plan. However with this comes responsibility. Traffic and parking will be increased. I believe in making education available to everyone and making it easy to access. Access needs to come in the way of adequate parking ON campus, not neighborhoods. The decision to develop a southern location is a good plan; it is just not the right location.

I24-6

Sincerely,  
Elizabeth Gutschow  
Rancho Bernardo -Westwood Resident

## Response to Letter I24

- I24-1** See response to comment I7-1 for a general discussion of project alternatives including the No Project Alternative. See response to comment L1-14 for a discussion of the analysis of traffic impacts of the Bernardo Center Drive Alternative.
- I24-2** See response to comment L1-12 for a discussion of on and off-street parking.
- I24-3** See response to comment I20-3 for location and availability of the Appendix H Parking Analysis. See response to comment L1-12 for a discussion of on and off-street parking. Average daily traffic volumes for Matinal Road are shown in EIR Figure 4.8-1 and Table 4.8-1. Refer to Section 4.8.1.2 for further discussion of traffic. See response to comment L1-3 and L1-9. TRA-3 was fully evaluated and has been determined to be ineffective and therefore is not being adopted.
- I24-4** See response to comment L1-12 for a discussion of on and off-street parking including parking fees. Regarding the alternative projects, the Bernardo Center Drive Alternative would result in increased impacts to all resource areas analyzed, and the No Project Alternative is unfeasible because it would preclude PCCD from providing adequate capacity to accommodate the total projected increase in student enrollment for the southern region.
- I24-5** See response to comment L2-7 for a discussion of mitigation measure TRA-4 and transit access. TRA-4 has been omitted as a mitigation measure and moved to the Project Description as no credit was being taken for trip reductions through TDM in the project's traffic analysis. PCCD would annually certify that the TDM measures included in the Project Description are being implemented. See comment L2-16 regarding feasibility of MTS providing nearby transit access for the project. See response to comment L1-3 and L1-9. TRA-3 was fully evaluated and has been determined to be ineffective and therefore is not being adopted. Please see response to comment I18-2 for a discussion of ADA requirements. See response to comment I3-1 for a general discussion of traffic including cut-through traffic.
- I24-6** This comment provides closing comments and a summary of comments in comments I24-1 through I24-5. No further response is required.



## Letter I25 Beverly Libby Ha

From: Libby Ha [mailto:havanesebyha@yahoo.com]  
 Sent: Friday, May 06, 2016 12:22 AM  
 To: Astl, Dennis D. <dastl@palomar.edu>  
 Subject: Palomar College concerning my neighborhood

Dear To Whom It May Concern,

I am so upset with you moving into my neighborhood and how it is going to impact my 4 small children and my husband living just down the street from your proposed site. This is going to be such a danger to my family with college students parking out in front of my home and racing around on Westwood streets! Please relocate somewhere other than a family residential community. This is not fair to the 250+ families in this community and I bet you wouldn't want it in your neighborhood.

If you are not going to stop coming then at least reroute the school traffic away from the residential housing and make the lights a one way street only into your college and not through Westwood neighborhood. Also do what other good colleges do and build a parking structure to hold all of your commuter parking and charge the students a parking fee, don't use my neighborhood for your parking needs - that is just wrong! Again, how would you feel if you came out every morning, afternoon, and evening and you can't even have a friend come over because students are always parked out in front of your home or you can't even park your own car out in front - that is just not nice and it will impact so many families.

Please have a heart and think how this would impact your family if a college moved in your neighborhood.

Thank you,  
 Beverly

I25-1

## Response to Letter I25

**I25-1** See response to comment I3-1 for a general discussion of traffic. See response to comment L1-12 for a discussion of on and off-street parking. See response to comment I4-1 for a general discussion of safety concerns in the project area. See response to comment I8-2 regarding pedestrian safety.



**Letter I26 Dave Hunt**

May 8th, 2016

Dennis Astl  
 Palomar Community College District, San Marcos Campus  
 1140 West Mission Road  
 San Marcos, Ca 92069-1487  
 dastl@palomar.edu

RE: PALOMAR COMMUNITY COLLEGE, DISTRICT SOUTH EDUCATION CENTER, Recirculated Draft, Environmental Impact Report

Hello Dennis,

I appreciate the opportunity to respond to the Environmental Impact Report for the Palomar College South Campus that will be located in my community across from my neighborhood. I am appreciative to the individuals that have continued to bring this topic to us here locally in Westwood, as we are the residents these proposals directly affect. It would have been appreciated if public meetings about this project had been held within the immediately affected areas, but at least we can ask questions via email.

**I26-1**

The first response is to request the NO PROJECT ALTERNATIVE. I do not feel that the plans put forth by Palomar College and those described in the EIR will adequately enrich our wonderfully planned community. Adequate and reasonable parking for the anticipated needs onsite is poorly addressed in the recirculated draft.

**I26-2**

I know you will receive many more responses and that many of those will cover a wide range of concerns, which I largely agree with as a homeowner in Westwood.

However, I would like to focus on a single question first: How can the draft EIR be considered complete if it doesn't address the issue of parking permit fees?

We doubt there really will be enough parking available on campus but even if enough spots are available many of those will not be used if Palomar charges for parking permits. Will parking be open for all (no nearby businesses anyway so this could work), or will it will included in registration fees, or will Palomar charge extra as seems to be the norm at other locations? If an extra fee is charged you can be certain that many students will choose to park on nearby streets and walk across RB Rd to save money. This seems very obvious but it's not addressed at all in the draft EIR even though it will certainly have a significant impact to the residents that bought homes on the streets nearest the proposed location.

**I26-3**

Please let us know if Palomar has an answer to this question, and please help us make sure it's considered in any future EIR's.

Also, please note that we do not think we live close enough to the proposed location to be directly affected by parking on our street. We do, however, support our fellow neighbors who have already been affected by the Waterbridge condo conversion and more recently, Phil's BBQ. In both those cases the review process and the City of San Diego has not protected us as homeowners & instead has catered to developers and business owners.

**I26-4**

Thanks,  
 Dave Hunt

## Response to Letter I26

- I26-1 See response to comment I8-4 for discussion of public scoping.
- I26-2 See response to comment I7-1 for a general discussion of project alternatives including the No Project Alternative. See response to comment L1-12 for a discussion of on and off-street parking.
- I26-3 See response to comment L1-12 for a discussion of on and off-street parking including parking fees. In addition, a detailed discussion of the impacts of a parking fee on the proposed campus is provided in the Parking Impact Analysis Memo included as Appendix H of the EIR and summarized below.

Given the likelihood that the project will impose a parking permit fee in the future, there is the potential for students to instead choose to park in the nearby residential areas. As part of the parking analysis, an off-site/on-street parking demand study was conducted in the nearby community of Westwood. This community is in close proximity to the campus and although adequate supply is provided on campus, students may choose to forgo paying for the parking permit and park in the residential community. A parking occupancy count was conducted during typical peak times for campus activity. The results of the counts indicate that at most, 27% of the supply was occupied by parked vehicles, leaving an adequate supply of on-street parking available for students, should they choose to park off campus. However, although there was ample parking observed within the Westwood community, the lack of walkability and connectivity of the neighborhood, and the changes in elevation along walking routes are likely to deter most students from parking off site. To conclude, the Palomar SEC satellite campus meets the published ITE requirements for providing on-site parking and although there is the possibility for students to park off-site in the local community, there is a sufficient supply of parking provided on local streets and the amount of students parking off-site would likely be nominal given the less than desirable walking conditions.

- I26-4 See response to comment L1-12 for a discussion of on and off-street parking.

## Letter I27 Katie Hunter

From: Katie Hunter [mailto:wghunter@sbcglobal.net]  
 Sent: Saturday, May 07, 2016 5:25 PM  
 To: Astl, Dennis D. <dastl@palomar.edu>  
 Subject: EIR Response

Here is my response and concern regarding this excerpt from the EIR

As such, there is a large amount of existing on-street parking available within the Westwood community. Therefore, implementation of the proposed project would not result in inadequate parking supply on site or off site.

I would like clarification as to: "there is a large amount of existing on-street parking available"

**I27-1**

At what time of day was the assessment done to determine the "large amount of parking"?

What area was included when you stated that there is a large amount. The entire Westwood community?

Parking is very limited in the evenings. Impossible as you get closer to West Bernardo.

Also-- Making a right and turn into Westwood, when coming up Rancho Bernardo road is dangerous. One must proceed slowly because you are at the crest of a hill (going down into Westwood) and can't see down where people may be parking or crossing. Westwood residents know this and proceed with caution. Students unfamiliar with this aspect may cause a deadly accident.

**I27-2**

Please respond to the questions above.

I would also respectfully request that no student parking be allowed in Westwood. Our neighborhood should not be used as a parking lot for Palomar college.

**I27-3**

--Katie Hunter

## Response to Letter I27

- I27-1** See response to comment L1-12 for a discussion of on and off-street parking. In addition, refer to page 5 of Appendix H Parking Memorandum of the Final EIR for methodology of identifying the on-street parking study area and Appendix Table 1 for a detailed description of the Parking Impact Analysis.
- I27-2** See response to comment I4-1 for a general discussion of safety concerns in the project area and I8-2 regarding pedestrian safety concerns.
- I27-3** See response to comment L1-12 for a discussion of on and off-street parking.

## Letter I28 Nancy Hylbert

From: Nancy Hylbert <[nlthrb@gmail.com](mailto:nlthrb@gmail.com)>  
Date: 04/06/2016 7:49 PM (GMT-08:00)  
To: "Perez, Ron" <[rperez@palomar.edu](mailto:rperez@palomar.edu)>  
Subject: Rancho Bernardo satellite college campus

Due to the projected increased traffic impact to Rancho Bernardo Road, West Bernardo Drive, freeway ramps, and neighboring streets, this is not a good site for a satellite campus. I think it will affect residents adversely.

I28-1

Nancy Hylbert  
Rancho Bernardo resident

## Response to Letter I28

**I28-1** See response to comment I3-1 for a general discussion of traffic including cut-through traffic.

## Letter I29 I Jankowsky

From: I Jankowsky [mailto:[ijankowsky@gmail.com](mailto:ijankowsky@gmail.com)]  
Sent: Sunday, March 27, 2016 10:42 AM  
To: Astl, Dennis D. <[dastl@palomar.edu](mailto:dastl@palomar.edu)>  
Subject: New Campus in Rancho Bernardo

Regarding the proposed Palomar College campus in Rancho Bernardo, I believe the Rancho Bernardo Road entrance would be a mistake. The traffic is already a nightmare along RB Road, with the potential of adversely affecting the Westwood community with additional traffic and parking. The I-15 interchange at RB road is also so congested at the present time, that the additional traffic generated by a new Palomar College campus would only make matters much, much worse.

I29-1

## Response to Letter I29

**I29-1** See response to comment I3-1 for a general discussion of traffic including cut-through traffic.



**Letter I30 Shari Johnson, U.S. Army Corps of Engineers**

From: Johnson, Shari SPL [mailto:Shari.Johnson@usace.army.mil]  
 Sent: Thursday, April 07, 2016 2:16 PM  
 To: Perez, Ron  
 Subject: Re: Palomar Community College District South Education Center Project

Dear Mr. Ballesteros-Perez:

It has come to our attention that you are evaluating the Palomar Community College District South Education Center Project.

This activity may require a U.S. Army Corps of Engineers permit.

A Corps of Engineers permit is required for:

a) structures or work in or affecting "navigable waters of the United States" pursuant to Section 10 of the Rivers and Harbors Act of 1899.

Examples include, but are not limited to,

1. constructing a pier, revetment, bulkhead, jetty, aid to navigation, artificial reef or island, and any structures to be placed under or over a navigable water;

2. dredging, dredge disposal, filling and excavation;

b) the discharge of dredged or fill material into, including any redeposit of dredged material other than incidental fallback within, "waters of the United States" and adjacent wetlands pursuant to Section 404 of the Clean Water Act of 1972. Examples include, but are not limited to,

1. creating fills for residential or commercial development, placing bank protection, temporary or permanent stockpiling of excavated material, building road crossings, backfilling for utility line crossings and constructing outfall structures, dams, levees, groins, weirs, or other structures;

2. mechanized landclearing, grading which involves filling low areas or land leveling, ditching, channelizing and other excavation activities that would have the effect of destroying or degrading waters of the United States;

3. allowing runoff or overflow from a contained land or water disposal area to re-enter a water of the United States;

4. placing pilings when such placement has or would have the effect of a discharge of fill material;

c) the transportation of dredged or fill material by vessel or other vehicle for the purpose of dumping the material into ocean waters pursuant to Section 103 of the Marine Protection, Research and Sanctuaries Act of 1972;

d) any combination of the above.

An application for a Department of the Army permit is available on our website: [https://urldefense.proofpoint.com/v2/url?u=http-3A\\_www.usace.army.mil\\_Portal\\_2\\_docs\\_civilworks\\_permitapplication.pdf&d=CwIFAg&c=cUkzcZGZt-E3UgRE832-4A&r=g9Vq-zcWRu8j3m7LzNG343OIMjV-HLAFh8D5P9QPaE&m=lmF6aZcCKqIRkfVYSDY\\_W2tEyVTzo75AftzJlrPVko&s=z6BMoJB4VSsRNgyMtYPoYwwqKAfpYwdSNqLBhSik12o&e=](https://urldefense.proofpoint.com/v2/url?u=http-3A_www.usace.army.mil_Portal_2_docs_civilworks_permitapplication.pdf&d=CwIFAg&c=cUkzcZGZt-E3UgRE832-4A&r=g9Vq-zcWRu8j3m7LzNG343OIMjV-HLAFh8D5P9QPaE&m=lmF6aZcCKqIRkfVYSDY_W2tEyVTzo75AftzJlrPVko&s=z6BMoJB4VSsRNgyMtYPoYwwqKAfpYwdSNqLBhSik12o&e=) .

If you have any questions, please contact me (contact information below).

Shari Johnson, Regulatory Assistant  
 U.S. Army Corps of Engineers, Los Angeles District Regulatory Division, Carlsbad Field Office  
 5900 La Place Court, Suite 100  
 Carlsbad, CA 92008  
 Tel 760.602.4829; Fax 760.602.4848

I30-1

## Response to Letter I30

**I30-1** This comment notes that the proposed project may require a U.S. Army Corps of Engineers Permit for impacts to wetlands. As described in Section 4.3.1.2 of the DEIR, there is approximately 0.08 acres of disturbed wetland mapped within the northern portion of the project survey area (see DEIR Figure 4.3-1). Dominant plant species observed during surveys include toad rush (*Juncus bufonius*), curly dock, and Italian ryegrass (*Festuca multiflorum*). This habitat was found in association with an existing concrete-lined drainage ditch that transects the north and northwestern portions of the project area. This unnamed drainage feature supports disturbed wetland habitat but does not exhibit an ordinary high water mark (OHWM). Due to the lack of an OHWM, the unnamed drainage feature and associated wetlands would not fall under the regulatory jurisdiction of the USACE, RWQCB, and CDFW. No new construction is proposed in the area of this disturbed wetland and no permanent or indirect impacts to the disturbed wetland would occur.

## Letter I31 Mike Kaine

From: Michael Kaine [mailto:mkaine44@icloud.com]  
Sent: Sunday, May 08, 2016 9:21 AM  
To: Astl, Dennis D. <dastl@palomar.edu>  
Subject: RB CAMPUS

I work in education and the easier we can make for students the better. Let's get that bus stop and dedicated turn signal up there. Let's make it a good deal for all involved.

**I31-1**

Regards,

Mike Kaine  
Westwood II  
Board of Directors, VP

SMILE !

## Response to Letter I31

**I31-1** See response to comment L2-7 for a discussion of a bus stop at the project site. See response to comment L1-6 for a discussion of a dedicated right/left turn out of the proposed project site.

**Letter I32 Robin Kaufman, RBCC**

May 1, 2016

Mr. Dennis Astl  
Palomar Community College District, San Marcos Campus  
1140 West Mission Road  
San Marcos, CA 92069-1487

RE: Comments on the Recirculated Draft Environmental Impact Report for Palomar Community College,  
Rancho Bernardo Campus

Dear Mr. Astl:

The Rancho Bernardo Community Council appreciates the efforts the Palomar Community College District (PCCD) has taken to provide a thorough review of comments submitted by us, the Rancho Bernardo Planning Board, and residents during the first review of the Environmental Impact Report (EIR) in regard to the South Education Center in Rancho Bernardo.

I32-1

We recognize the time PCCD took to review and update the noise technical report, as well as the traffic analysis, and address our concerns pertaining to the potential impact on the adjacent residential development due to student and staff off-campus parking.

The Rancho Bernardo Community Council continues to have concerns regarding increased traffic and street parking in our community. In response to the Rancho Bernardo Community Council's initial comments, the PCCD has revised the cumulative impacts analysis pertaining to traffic circulation. PCCD has included in the study trips that will be generated by projected traffic from the Sharp Rees-Stealy medical building on West Bernardo Drive, Phil's BBQ on West Bernardo Drive, along with the Del Sur Shopping Center in Black Mountain Ranch. The Rancho Bernardo Community Council is requesting the following implementations:

I32-2

- that PCCD works directly with Metropolitan Transit System to develop an on campus transit stop which would reduce traffic congestion, as well as greenhouse gas emissions, benefitting both students and the surrounding residential community.
- that PCCD works with the City of San Diego's Transportation Engineering Operations to restripe the northbound approach to the campus at the Rancho Bernardo Road and Matinal Road intersection with a dedicated left-turn and right-turn lanes only, prohibiting through traffic, as well as the southbound approach with shared left-turn and right-turn lane, prohibiting through traffic.
- that PCCD works with the City of San Diego's Transportation Engineering Operations to restripe the northbound approach to the campus to provide a designated left turn lane, a through lane, and dedicated right turn-lane.

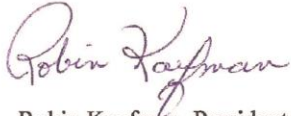
I32-3

Rancho Bernardo Community Council  
Comment on the Palomar College Rancho Bernardo Campus EIR

The Rancho Bernardo Community Council appreciates being afforded an opportunity to submit comments on the recirculated draft EIR. We would greatly appreciate being notified of any future public comment opportunities.

I32-4

Sincerely,



Robin Kaufman, President  
Rancho Bernardo Community Council

cc: City Councilmember Mark Kersey  
Assemblyman Brian Maienschein

## Response to Letter I32

- I32-1** This comment is an introduction to the comment letter. No response is required.
- I32-2** See response to comment L2-7 for a discussion of a bus stop at the project site. See response to comments L1-10 for discussion regarding shuttle service. See discussion L1-3 for general discussion regarding GHG.
- I32-3** See response to comment L1-6 for a discussion of a dedicated right/left turn out of the proposed project and other proposed traffic improvements.
- I32-4** This comment provides closing comments to the comment letter. No further response is required.



## Letter I33 Councilmember Mark Kersey



### COUNCILMAN MARK KERSEY

FIFTH DISTRICT  
CITY OF SAN DIEGO

May 9, 2016

Palomar Community College District  
Attn: Dennis Astl  
1140 West Mission Road  
San Marcos, CA 92069-1487

RE: Comments on the Recirculated Draft Environmental Impact Report for Palomar Community College, Rancho Bernardo Campus

Dear Mr. Astl:

As Councilmember for the Fifth District of the City of San Diego, I appreciate the opportunity to provide comments on the Recirculated Draft Environmental Impact Report (EIR) for Palomar Community College District South Education Center (SCH# 2015081039). This proposed project will directly impact the community of Rancho Bernardo, and my top priority is to ensure the safety and well-being of the community. After reviewing the Draft EIR, I have many concerns regarding this project, especially related to the lack of parking and traffic mitigation being proposed. The proposal in many cases is based on flawed information and leaves out significant impacts. Below is more detail regarding issues that have not been adequately addressed in the Draft EIR.

I33-1

As the City's Traffic Engineering Division stated in their comments, the reliance on on-street parking in the neighborhood is unacceptable. The Division indicated, "On-street parking in adjacent neighborhoods should not be assumed to be available to serve the project. Potentially, college parking fees could be included in class registration fees or other methods could be used to ensure that students use the onsite parking provided and not impact the surrounding neighborhood. Furthermore, if parking is assumed to occur in neighborhoods, indirect impacts (e.g., noise, traffic, lighting, etc.) should be analyzed as required under CEQA Guidelines 15126.2." This project should not rely on available on-street in the adjacent neighborhood of Westwood which is already heavily impacted by on-street parking. Additionally, due to the already impacted on-street parking, the adjacent community is working to establish a residential parking district which would limit parking in the neighborhood to residents only, making any on-street parking assumed in this plan unavailable.

I33-2

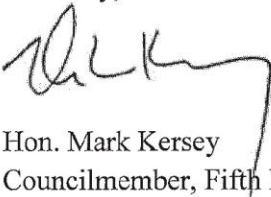
Traffic impacts to Rancho Bernardo Road/West Bernardo Drive must be revisited. The City's Traffic Engineering Division has indicated, "Rancho Bernardo Road should be evaluated at its ultimate adopted classification as a six-lane Major Road with a capacity of 50,000 ADT, not as a 6-lane Prime Arterial." This revision would result in additional project impacts over those identified in the EIR. **I33-3**

Contrary to what has been represented throughout this process, the City remains open to ensure that a second entrance to your property can be identified. This is a very important issue for residents of Rancho Bernardo, and I urge the District to continue working to find a solution that is acceptable to the community.

The City of San Diego's Planning Division staff has provided comments and a comprehensive analysis on the Recirculated Draft EIR for Palomar Community College District South Education Center, which identifies a multitude of other issues that must be revisited. **I33-4**

Without addressing the many parking and traffic shortcomings identified in the City's comments on the Draft EIR, I see no way for residents and the community to welcome the Palomar Community College District South Education Center to District Five. I urge you to continue to work with the Rancho Bernardo Community Council, the Rancho Bernardo Planning Board, and the community as a whole to tackle the many challenges this project faces.

Sincerely,



Hon. Mark Kersey  
Councilmember, Fifth District  
City of San Diego

cc: Laura Gropen, Communications Director, Marketing and Public Affairs Palomar College  
Robin Kaufman, President, Rancho Bernardo Community Council  
Mike Lutz, Chair, Rancho Bernardo Planning Board

## Response to Letter I33

- I33-1** This comment is an introduction to the comment letter. No response is required.
- I33-2** See response to comment L1-12 for discussion of on and off-street parking and discussion on imposition of parking fees as part of course registration fees. As discussed in L1-12, PCCD is not relying on on-street parking to serve the proposed South Education Center for parking. The available parking proposed on-campus meets the parking requirements of the project and on-street parking analysis was provided in abundance of caution.
- I33-3** See response to comment LI-11 for discussion of the roadway classification of Rancho Bernardo Road. See response to comment I3-1 for general traffic discussion.
- I33-4** Responses to traffic and parking noted above. See response to comment I4-1 for discussion regarding discussion of second access for the project.

## Letter I34 Heather Kingery

From: Dennis Kingery [mailto:dhkingery@hotmail.com]  
 Sent: Monday, May 09, 2016 11:11 AM  
 To: Astl, Dennis D. <dastl@palomar.edu>  
 Subject: palomar and westwood

What else is there for anyone from our neighborhood to say? We have a safe and quiet neighborhood for our children to grow up in and we don't want to become your parking lot. We don't want to be a thoroughfare for your students. We don't want to have your students walking, parking and driving through our neighborhood. This will change the face of Westwood and affect our property values. Please do the right thing for us, your neighbor, and for our children.

**I34-1**

Respectfully and imploringly,  
 Heather Kingery

## Response to Letter I34

- I34-1** See response to comment L1-12 for a discussion of on and off-street parking. See response to comment I3-1 for a general discussion of traffic including cut-through traffic. See response to comment I9-1 regarding effect on property values.

## Letter I35 Nissi Little

**From:** Nissi Little [mailto:nissilittle@gmail.com]  
**Sent:** Sunday, May 08, 2016 7:57 PM  
**To:** Astl, Dennis D. <dastl@palomar.edu>  
**Subject:** Palomar Extension Campus

Mr. Astl,

I am homeowner in Westwood that would be directly impacted by this project. I would like to state that I am for NO PROJECT ALTERNATIVE. I do not feel that the plans in the EIR will enrich our family friendly community. I do not want any business in this area that will impact my neighborhood or my community with additional congestion and traffic.

**I35-1**

Should this project be moving forward please provide adequate parking on campus. I've witnessed parking within the community and near homes near Mesa College and other colleges like SDSU and it's a nightmare. PCCD should consider the No Project Plan or the alternative plan at Bernardo Center Drive.

**I35-2**

At the very least to help keep our playing children safe and those children at the bus stops on Rancho Bernardo road please have the city change the Matinal/rancho Bernardo road intersection to a right turn or left turn only intersection to reduce the traffic within our community. Considering, all the dangers to our small children playing in the yards of these homes on Matinal road and capilla road it is more than feasible to consider the No Project Plan or the Alternative Plan at Bernardo Center Dr.

**I35-3**

Thank you for your time,  
 Nissi Little  
 Concerned home owner.

## Response to Letter I35

- I35-1 See response to comment I7-1 for a general discussion of project alternatives including the No Project Alternative.
- I35-2 See response to comment L1-12 for a discussion of on and off-street parking. See response to comment I7-1 for a general discussion of project alternatives including the No Project Alternative and Bernardo Center Alternative.
- I35-3 See response to comment L1-6 for a discussion of a dedicated right/left turn out of the proposed project site. See response to comment I8-2 regarding pedestrian safety discussion. See response to comment I7-1 for discussion regarding the project alternatives.



**Letter I36 Merri Lopez-Keifer, San Luis Rey Band of Mission Indians**

**SAN LUIS REY BAND OF MISSION INDIANS**

***1889 Sunset Drive • Vista, California 92081***

***760-724-8505 • FAX 760-724-2172***

***www.slrmissionindians.org***

April 8, 2016

Ron Ballesteros-Perez  
Asst. Superintendent/Vice-President  
Finance & Administrative Services  
Palomar Community College District  
1140 West Mission Road  
San Marcos, CA 92069

**VIA ELECTRONIC MAIL**  
**rperez@palomar.edu**

**RE: DECLINE TO CONSULT AND/OR PROVIDE WRITTEN**  
**COMMENT REGARDING THE PALOMAR COMMUNITY**  
**COLLEGE DISTRICT SOUTH EDUCATION CENTER PROJECT**

Dear Mr. Ballesteros-Perez:

The San Luis Rey Band of Mission Indians (SLR) requested formal notice and information for all projects within your agency's geographical jurisdiction pursuant to Public Resources Code section 21080.3.1. On March 25, 2016 SLR received notification regarding the Palomar Community College District South Education Center.

The San Luis Rey Band of Mission Indians has reviewed the project information and declines to consult with, and/or provide formal written comments to, the Palomar Community College District regarding this project.

I36-1

Sincerely,



Merri Lopez-Keifer  
Chief Legal Counsel  
San Luis Rey Band of Mission Indians

## **Response to Letter I36**

- I36-1** This comment letter acknowledges review of the project information and declines to provide any formal written comment. No further response is necessary.

**Letter I37 Rancho Bernardo Community Planning Board****Rancho Bernardo Community Planning Board**

P.O. Box 270831, San Diego, CA 92198

[www.rbplanningboard.com](http://www.rbplanningboard.com)

April 21, 2016

Mr. Dennis Astl  
 Palomar Community College District, San Marcos Campus  
 1140 West Mission Road  
 San Marcos, CA 92069-1487

RE: Comments on the Recirculated Draft Environmental Impact Report for the  
 Palomar Community College District South Education Center

Dear Mr. Astl:

The Rancho Bernardo Community Planning Board (Planning Board) would like to acknowledge the efforts that the Palomar Community College District (District) has taken to provide a thorough analysis of the potential environmental impacts associated with the implementation of the South Education Center (proposed on 27 acres of graded and partially developed land at 11111 Rancho Bernardo Road in the Rancho Bernardo Industrial Park). We appreciate that the District has taken the time to update the traffic analysis and address the potential impacts to adjacent residents from students parking off campus to avoid parking fees. That being said, the Planning Board continues to have concerns regarding the consequences to the community of increased traffic and future demand for on street parking.

**I37-1**

On April 21, 2016, the Planning Board reviewed the recirculated draft Environmental Impact Report (EIR) prepared for the South Education Center and by a vote of 10-0-0, approved a motion to forward to the District the following comments regarding the recirculated draft EIR.

Noise – The recirculated draft EIR and the accompanying Noise Technical Report have addressed our previous concern regarding construction noise. Through compliance with the San Diego noise ordinance that limits construction to the hours of 7:00 a.m. and 7:00 p.m., the Planning Board's concern regarding construction noise would be adequately addressed.

**I37-2**

Transportation and Traffic – In response to the Planning Board's previous comments on the draft EIR, the District has revised the cumulative impacts analysis related to traffic circulation (Traffic Assessment of EIR Alternatives Traffic Impact Analysis prepared for the recirculated EIR). As requested by the Planning Board, the analysis has been updated to include trips that will be generated by new development occurring in the area including projected traffic generation from the new Sharp Rees-Stealy medical office building, Phil's BBQ, and Del Sur Shopping Center in Black Mountain Ranch. In addition, the analysis now assumes the standard SANDAG trip generation rate of 1.2 trips per student for community colleges.

**I37-3**



Rancho Bernardo Community Planning Board  
Comment on the PCCD Southern Campus DEIR

Development of the site for industrial uses would be expected to generate approximately 3,300 ADT (average daily trips) based on the traffic analysis prepared for the site in 2005. Under the current proposal, the anticipated enrollment of 2,812 students at Opening Day is estimated to generate 3,374 ADT and a maximum enrollment of up to 5,625 students by Year 2035 would generate 6,750 ADT. The cumulative effects to traffic circulation at maximum enrollment would represent a significant adverse cumulative effect during the AM/PM peak hours to the intersection of Rancho Bernardo Road/West Bernardo Drive; Rancho Bernardo Road/Via Del Campo; and Rancho Bernardo Road/Matinal Road/Project Access. The Planning Board has considered the suggested mitigation measures to reduce impacts to below a level of significance at Rancho Bernardo Road/Via Del Campo and Rancho Bernardo Road/Matinal Road/Project Access and supports the following mitigation measures, which should be included in the project's Mitigation Monitoring and Reporting Program to ensure implementation:

I37-4

- Prior to Opening Day, reconstruct the median on the south leg of the Rancho Bernardo Road/Via Del Campo intersection and restripe the northbound approach within the existing paved width to provide a third lane (an exclusive left-turn lane), thru lane, and dedicated right-turn lane.
- Prior to Opening Day, restripe the northbound approach at the Rancho Bernardo Road/Matinal Road intersection with dedicated left-turn and right-turn lanes (with northbound thru movements prohibited) and the southbound approach with a shared left-turn/right-turn lane and southbound thru movement onto the project site prohibited. (The Planning Board does not support the alternative design that would accommodate through north/south movement at this intersection.)

In addition, the Planning Board requests that the District implement all aspects of the Transportation Demand Management Plan (TDM) described in the recirculated draft EIR in an effort to reduce traffic impacts during peak hours within the community, particularly at the intersection of Rancho Bernardo Road and West Bernardo Drive, as well as to reduce the potential for on-street parking issues in the future. We request that the TDM also include a proposal to work with the Metropolitan Transit System (MTS) to establish a transit stop on the campus, rather than along Rancho Bernardo Road. In addition, the TDM should include a requirement for periodic review of the effectiveness of the various measures included in the plan. Periodic reviews should include a presentation at the Planning Board to receive input from the community on what is working and where improvements might be needed. This will be particularly important if a parking fee is imposed on the students. Finally, the Planning Board would like to offer its support and assistance in working with MTS to improve transit connections between the community's regional transit center and the South Education Center, in addition to other areas in Rancho Bernardo.

I37-5

Parking – The inclusion of a parking analysis in the recirculated draft EIR helps to better define the potential on-street parking issues that could arise once parking fees are imposed on the campus, but does not reduce our concerns related to future impacts to Westwood residents. The Planning Board recommends that parking fees not be imposed at this site, but if they are, an analysis of the impact that these fees are having on the adjacent neighborhood

I37-6



Rancho Bernardo Community Planning Board  
Comment on the PCCD Southern Campus DEIR

should be required within six months of fee implementation to determine if additional incentives for riding sharing and/or use of transit are needed to lessen impacts related to on street parking.

**I37-6  
cont.**

The Rancho Bernardo Community Planning Board appreciates the opportunity to provide comments on the recirculated draft EIR and would appreciate notification of upcoming public hearings related to the project.

**I37-7**

Sincerely,



Mike Lutz, Chairman  
Rancho Bernardo Community Planning Board

cc: City Councilmember Mark Kersey  
Tony Kempton, City of San Diego Planning Department

## Response to Letter I37

- I37-1 This comment is an introduction to the Rancho Bernardo Community Planning Board's letter. No further response required.
- I37-2 This comment notes that the proposed project will be consistent with the City of San Diego Noise Ordinance for construction activities, which limits outdoor construction activities to the hours of 7:00 a.m. and 7:00 p.m. No further response required.
- I37-3 This comment provides a general discussion of the assumptions used in the DEIR traffic analysis. No further response required.
- I37-4 See response to comment L1-6 for a discussion of proposed traffic improvements for the proposed project. Mitigation measure TRA-1 and TRA-2 have been included in the mitigation, monitoring and reporting program.
- I37-5 This comment requests that PCCD implement all aspects of the TDM with the addition of a requirement to for periodic review of the effectiveness of the various measures included in the plan including a presentation at the Planning Board to receive input from the community on what is working and where improvements might be needed. This comment also indicates that the Planning Board offers its support and assistance in working with MTS to improve transit connections between the community's regional transit center, the proposed project, and other areas in Rancho Bernardo.
- See response to comment I10-1 regarding general discussion on implementation of certain TDM measures and response to comment L2-7 for general discussion regarding transit service access to the project site. As no credit was taken for trip reduction from TDM measures in the traffic analysis, mitigation measure TRA-4 has been removed and TDM has been moved to the Project Description. PCCD will annually certify that the TDM measures included in the Project Description are being implemented. PCCD continually strives to actively engage with the community. PCCD would be pleased to interact with the Community Planning Group in the future.
- I37-6 This comment notes that the inclusion of a parking analysis in the Recirculated DEIR helps to better define the potential on-street parking issues that could arise once parking fees are imposed on the campus but does not reduce concerns about parking. This comment further recommends that parking fees not be imposed, but if they are, an analysis of the impact these fees are having on the adjacent neighborhood be completed within six months of the implementation of the fee. See response to comment L1-12 regarding discussion of parking fees.
- I37-7 This comment provides closing remarks to the comment letter. It does not raise a significant environmental issue addressed in the DEIR for which a response is required.

**Letter I38 Carina Martin**

From: llanikai@aol.com [mailto:llanikai@aol.com]  
 Sent: Monday, May 09, 2016 4:19 PM  
 To: Astl, Dennis D. <dastl@palomar.edu>  
 Subject: Re: Westwood parking for College-NO PARKING IN WESTWOOD !!!!

Dear Dennis Astl,

This email is in response to the Palomar EIR report for the Rancho Bernardo site. Please be aware that I am a concerned neighbor on Matinal Road and we will be severely affected by college parking and increased traffic in the Westwood neighborhood! We already have issues with parking due to new businesses and condos in the area! We want to be good neighbors to Palomar and don't mind your moving into the neighborhood but we ask that you provided necessary parking for all staff and students enrolled. Please DO NOT rely on our neighborhood street as your parking lot. We DO NOT WANT Students parking in our neighborhood! This would change our neighborhood dynamic and make it a parking lot. We have children and an elementary school on Matinal Road and I fear the increase of traffic, it would put them in danger. We are asking for bus stops located AT the school campus and a traffic light at the entrance of the school ( Matinal/RB Rd) to be a dedicated right or left lane turn ONLY to avoid drive through traffic. We again want NO parking on our streets!

**I38-1**

Please be considerate and a good neighbor. Please do the right thing and provide necessary parking for all so we can continue to live our life's in Westwood.

Sincerely and concerned,  
 Carina Martin  
 Matinal Rd  
 email: llanikai@aol.com

**Response to Letter I38**

- I38-1** See response to comment L1-12 for a discussion of on and off-street parking. See response to comment L1-10 for a discussion of transit access at the project site. See response to comment L1-6 for discussion regarding right/left turn lane out of proposed project site. See response to comment I3-1 for general discussion regarding traffic. See response to comment I8-2 regarding pedestrian safety discussion.

**Letter I39 Emily Medico**

May 8, 2016

Dennis Astl  
 Palomar Community College District, San Marcos Campus  
 1140 West Mission Road  
 San Marcos, Ca 92069-1487  
 dastl@palomar.edu

RE: PALOMAR COLLEGE EIR Response-3<sup>rd</sup> Draft

Thank you for looking into alternative options for the PCCD that will be located in my community.

The first response is to request the NO PROJECT ALTERNATIVE. I do not feel that the plans in the EIR will enrich our wonderfully planned community. With the intersection of I-15 and Bernardo Center Drive being an alternative project location, a traffic study should have been done on this intersection. It is not indicated on Figure 4.8.1 Existing Traffic Volumes. Although the surveys for Existing Freeway Segment Operations, Table 4.8-5, do not mandate PCCD to halt their project, the mere desire to continue with this project at the LOS level of impactation is bad for RB. I do not want any business in this area that will impact my neighborhood or my community that will decrease a traffic LOS.

**I39-1**

Although parking is defined finally in this EIR it is a not a positive conclusion for the welfare of the community. Appendix H-Parking Analysis was not attached to the EIR. Upon locating it, PCCD states they acknowledge the fact that students and employees will park in the neighborhood of Westwood. PCCD indicates curbside parking may be permitted along both sides of Matinal Road, having a classification of a Two-Lane Collector. Knowing Matinal Road's LOS E capacity of 8,000 ADT on the RB Community Plan, PCCD still provided no traffic study providing the ADT for Matinal Road from RB Rd. Although one of the EIR mitigation measures show no traffic will flow into or out of PCCD at Matinal Road, this does not mean the analysis of the ADT on Matinal Road should not have been done. TRA-3 should be implemented if no alternative project is selected.

**I39-2**

Though the SD City's Municipal Code may not provide for parking requirement for a community college, they do allow for is a Residential Parking District, of which there are 5. The community of Westwood is already in discussion with the city transportation department about implementing the 6<sup>th</sup> one. Additionally, the Trip Generation scenario is disconcerting. The EIR indicating SANDAG has a manual for trip generations for an 'education center' but not a parking requirement further increases the community concern of parking issues. Please provide adequate parking on campus. PCCD should consider the No Project Plan or the alternative plan at Bernardo Center Drive. At minimum, PCCD should commit to not charging for parking ever.

**I39-3**

In regards to traffic in the project study area, the mitigations measures in TRA-3 are beneficial and must be implemented not considered. The 3 cumulative significant intersection impacts, one with an LOS F condition, RB Road and West Bernardo Drive, is one major point. The mitigation measures listed in TRA-4 are hypothetical not realistic. They are necessary but will not be utilized adequately enough to offset traffic and parking nightmares. While the MTS system, Bus Route 20 and 945, is mentioned as alternative transportation, the bus stops are still too far away for acceptable walking to PCCD and surely is not ADA acceptable. The NCTS doesn't offer a bus stop

**I39-4**



close enough either. Between these two entities, a bus route and bus stop or shuttle service should be included by PCCD. Improved pedestrian cross walks with updated ADA ramps and new striping should be implemented at all intersections entering the PCCD campus. 'The vision for the Pedestrian Master Plan is to 'enhance...walking as a practice and attractive means of transportation in a cost-effective manner.' Please implement TRA-4 to make alternate transportation easier. It is known that people cut-through anywhere they can to reduce their travel time, even if it is just a mere 36 seconds. The mitigation measures are feasible to implement but there are no incentives for its utilization. And while a 100 percent increase was used for evaluating the increased traffic cut through, the percentage is unrealistic of actual traffic habits. When traffic is congested all travelers find quicker alternatives to reduce their travel time. I disagree with your point that 'it would be unlikely that a large amount of drivers located outside the Westwood community would utilize Westwood as a cut-through option. Employees become familiar with the community and thereby become regular cut-through drivers. You know that 36 seconds is significant to most people. This is a country of multi-taskers who can't sit still. Please implement TRA-2.

**I39-4  
cont.**

In conclusion, section 4.8.2, states that SAFETEA-LU gives states 'and local transportation decision makers more flexibility for solving transportation problems in their communities'. Therefore the local RB (Planning Board) should be given major consideration in decisions regarding traffic issues PCCD will create. Undoubtedly, PCCD needs to provide additional parking on their campus in order to meet their financial goals. Because few San Diego residents utilize public transportation, relying on it would not be a wise decision for a business plan. Especially once students and staff realize they will be ticketed by parking in a Residential parking District. The 'project site being strategically located in the southern range of the District to target an underserved population with the District's boundaries' is a good business plan. However with this comes responsibility. Traffic and parking will be increased. I believe in making education available to everyone and making it easy to access. Access needs to come in the way of adequate parking ON campus not neighborhoods. The decision to develop a southern location is a good plan; it is just not the right location.

**I39-5**

Sincerely,  
Emily Medico  
Westwood Resident

## Response to Letter I39

- I39-1 See response to comment I7-1 for a general discussion of project alternatives including the No Project Alternative and Bernardo Center Drive Alternative.
- I39-2 See response to comment L1-12 for a discussion of on and off-street parking. Average daily traffic volumes for Matinal Road are shown in EIR Figure 4.8-1 and Table 4.8-1. See response to comment I20-3 for location and availability of the Appendix H Parking Analysis. See response to comment L1-3 and L1-9. It should be noted that some of the traffic mitigation improvements lie within the City's jurisdiction, these improvements will be provided to the satisfaction of the City Engineer. TRA-3 was fully evaluated and has been determined to be ineffective and therefore is not being adopted. See Section 4.8.1.2 of EIR for discussion regarding traffic analysis.
- I39-3 See response to comment L1-12 for a discussion of on and off-street parking.

- I39-4 See response to comment L1-12 for a discussion of on and off-street parking. See response to comment I3-1 for a general discussion of traffic including cut-through traffic. See response to comment L2-7 regarding TDM program being moved to the Project Description and response to comment I20-4 regarding implementation of TDM.
- I39-5 See response to comment L1-12 for a discussion of on and off-street parking. See response to comment I3-1 for a general discussion of traffic.

## Letter I40 Marina Merrigan

From: Marnia Merrigan [mailto:marnia@merriganstables.com]  
 Sent: Saturday, May 07, 2016 4:09 PM  
 To: Astl, Dennis D. <dastl@palomar.edu>  
 Subject: Please take steps to minimize impact on Westwood

Please take steps to minimize impact on Westwood.

Thank you!

I40-1

## Response to Letter I40

- I40-1 This comment requests that the project minimize impacts to Westwood. It should be noted that all impacts were reduced to less than significant with the implementation of mitigation measures, with the exception of year 2035 intersection impacts at Rancho Bernardo Road/West Bernardo Drive intersection, for which mitigation is physically infeasible and/or does not reduce levels of service to below a level of significance.

**Letter I41 Terry Norwood**

May 8, 2016

Dennis Astl  
 Palomar Community College District, San Marcos Campus  
 1140 West Mission Road  
 San Marcos, Ca 92069-1487  
 dastl@palomar.edu

RE: PALOMAR COLLEGE EIR Response-3rd Draft

Thank you for looking into alternative options for the PCCD that will be located in my community.

The first response is to request the NO PROJECT ALTERNATIVE. I do not feel that the plans in the EIR will enrich our wonderfully planned community. With the intersection of I-15 and Bernardo Center Drive being an alternative project location, a traffic study should have been done on this intersection. It is not indicated on Figure 4.8.1 Existing Traffic Volumes. Although the surveys for Existing Freeway Segment Operations, Table 4.8-5, do not mandate PCCD to halt their project, the mere desire to continue with this project at the LOS level of impactation is bad for RB. I do not want any business in this area that will impact my neighborhood or my community that will decrease a traffic LOS.

**I41-1**

Although parking is defined finally in this EIR it is a not a positive conclusion for the welfare of the community. Appendix H-Parking Analysis was not attached to the EIR. Upon locating it, PCCD states they acknowledge the fact that students and employees will park in the neighborhood of Westwood. PCCD indicates curbside parking may be permitted along both sides of Matinal Road, having a classification of a Two-Lane Collector. Knowing Matinal Road's LOS E capacity of 8,000 ADT on the RB Community Plan, PCCD still provided no traffic study providing the ADT for Matinal Road from RB Rd. Although one of the EIR mitigation measures show no traffic will flow into or out of PCCD at Matinal Road, this does not mean the analysis of the ADT on Matinal Road should not have been done. TRA-3 should be implemented if no alternative project is selected.

**I41-2**

Though the SD City's Municipal Code may not provide for parking requirement for a community college, they do allow for is a Residential Parking District, of which there are 5. The community of Westwood is already in discussion with the city transportation department about implementing the 6th one. Additionally, the Trip Generation scenario is disconcerting. The EIR indicating SANDAG has a manual for trip generations for an 'education center' but not a parking requirement further increases the community concern of parking issues. Please provide adequate parking on campus. PCCD should consider the No Project Plan or the alternative plan at Bernardo Center Drive. At minimum, PCCD should commit to not charging for parking ever.

**I41-3**

In regards to traffic in the project study area, the mitigations measures in TRA-3 are beneficial and must be implemented not considered. The 3 cumulative significant intersection impacts, one with an LOS F condition, RB Road and West Bernardo Drive, is one major point. The mitigation measures listed in TRA-4 are hypothetical not realistic. They are necessary but will not be utilized adequately enough to offset traffic and parking nightmares. While the MTS system, Bus Route 20 and 945, is mentioned as alternative transportation, the bus stops are still too far away for acceptable walking to PCCD and surely is not ADA acceptable. The NCTS doesn't offer a bus stop close enough either. Between these two entities, a bus route and bus stop

**I41-4**



or shuttle service should be included by PCCD. Improved pedestrian cross walks with updated ADA ramps and new striping should be implemented at all intersections entering the PCCD campus. 'The vision for the Pedestrian Master Plan is to 'enhance...walking as a practice and attractive means of transportation in a cost-effective manner.' Please implement TRA-4 to make alternate transportation easier. It is known that people cut-through anywhere they can to reduce their travel time, even if it is just a mere 36 seconds. The mitigation measures are feasible to implement but there are no incentives for its utilization. And while a 100 percent increase was used for evaluating the increased traffic cut through, the percentage is unrealistic of actual traffic habits. When traffic is congested all travelers find quicker alternatives to reduce their travel time. I disagree with your point that 'it would be unlikely that a large amount of drivers located outside the Westwood community would utilize Westwood as a cut-through option. Employees become familiar with the community and thereby become regular cut-through drivers. You know that 36 seconds is significant to most people. This is a country of multi-taskers who can't sit still. Please implement TRA-2.

**I41-4  
cont.**

In conclusion, section 4.8.2, states that SAFETEA-LU gives states 'and local transportation decision makers more flexibility for solving transportation problems in their communities'. Therefore the local RB (Planning Board) should be given major consideration in decisions regarding traffic issues PCCD will create. Undoubtedly, PCCD needs to provide additional parking on their campus in order to meet their financial goals. Because few San Diego residents utilize public transportation, relying on it would not be a wise decision for a business plan. Especially once students and staff realize they will be ticketed by parking in a Residential parking District. The 'project site being strategically located in the southern range of the District to target an underserved population with the District's boundaries' is a good business plan. However with this comes responsibility. Traffic and parking will be increased. I believe in making education available to everyone and making it easy to access. Access needs to come in the way of adequate parking ON campus not neighborhoods. The decision to develop a southern location is a good plan; it is just not the right location.

**I41-5**

Sincerely,  
Terry Norwood  
Westwood Resident



## Response to Letter I41

- I41-1** See response to comment I7-1 for a general discussion of project alternatives including the No Project Alternative and Bernardo Center Drive Alternative.
- I41-2** See response to comment L1-12 for a discussion of on and off-street parking. Average daily traffic volumes for Matinal Road are shown in EIR Figure 4.8-1 and Table 4.8-1. See response to comment I20-3 for more discussion on various concerns raised.
- I41-3** See response to comment L1-12 for a discussion of on and off-street parking. See response to comment I7-1 for a general discussion of project alternatives including the No Project Alternative and Bernardo Center Drive Alternative.
- I41-4** Please refer to the project mitigation, monitoring and reporting program regarding implementation of mitigation measure TRA-2. TRA-3 was fully evaluated and has been determined to be ineffective and therefore is not being adopted. See Section 4.8.1.2 of EIR for discussion regarding traffic analysis. See response to comment L1-12 for a discussion of on and off-street parking. See response to comment L2-7 for a discussion of mitigation measure TRA-4. As no credit was taken for trip reduction from TDM measures in traffic analysis, mitigation measure TRA-4 has been removed and the TDM discussion has been moved to the Project Description. PCCD would annually certify that the TDM measures included in the Project Description are being implemented. See response to comment I3-1 for a general discussion of traffic including cut-through traffic. See response to comment I8-2 regarding ADA compliance of the project.
- I41-5** See response to comment I1-10 for discussion regarding shuttle service to the project site. See response to comment L1-12 for a discussion of on and off-street parking. See response to comment I3-1 for a general discussion of traffic. See response to comment L2-7 regarding transit service access to the project site and response to comment L1-10 regarding TDM measures.

## Letter I42 Dan O'Mahoney

From: ogangofffour@aol.com [mailto:ogangofffour@aol.com]  
Sent: Saturday, May 07, 2016 5:30 PM  
To: Astl, Dennis D. <dastl@palomar.edu>  
Subject: Palomar campus in Rancho Bernardo

Sir

The planning around this campus is poor in design and will exasperate the surrounding community's problems with traffic and parking. Please reconsider this plan and work with your neighbors to get this situation resolved.

**I42-1**

Understand that if this is not resolved to the satisfaction of all, there will be future problems for all involved.

Respectfully  
Dan O'Mahoney  
Cassia Place  
San Diego, CA 92127

## Response to Letter I42

**I42-1** See response to comment L1-12 for a discussion of on and off-street parking. See response to comment I3-1 for a general discussion of traffic.

**Letter I43 Tim Pettit**

**From:** Tim Pettit [mailto:tcpettit@sbcglobal.net]  
**Sent:** Saturday, May 07, 2016 8:28 PM  
**To:** Astl, Dennis D. <dastl@palomar.edu>  
**Subject:** Impact statement

Palomar Community College,

As a homeowner in the Westwood sub-division, I am very concerned about your plans to open a site on Rancho Bernardo Rd. My two concerns are:

- |   |              |
|---|--------------|
| <p>1- Your traffic flow into the area will cause significant congestion from I-15 to the entrance, at the West Bernardo Dr intersection and especially at your entrance without dedicated left-turn lanes into the area and a dedicated right-turn "on-ramp" going east (on-coming traffic coming down the hill eastbound.)</p> | <b>I43-1</b> |
| <p>2- Your parking plan should prepare for 100% of expected parking needs! You should NOT depend on residential parking, which will impact both the residents ability to park on the public streets but also cause safety concerns for pedestrians and cars parking and at to-be-blinded intersections.</p>                     | <b>I43-2</b> |

Sincerely,  
 Tim Pettit  
 Botero Dr.  
 San Diego, CA 92127

**Response to Letter I43**

**I43-1** See response to comment I3-1 for a general discussion of traffic including impacts to I-15.

**I43-2** See response to comment L1-12 for a discussion of on and off-street parking. See response to comment I8-2 regarding pedestrian safety and response to comment I4-1 regarding general safety concerns. It is unclear what the commenter means by "to-be-blinded intersections." However, it should be noted that traffic signals are located at all major intersections and provide controlled vehicular and pedestrian movements.

**Letter I44 Lynanne Reed**

May 9, 2016

Dennis Astl at dastl@palomar.edu  
 Palomar Community College District, San Marcos Campus  
 1140 West Mission Road  
 San Marcos, Ca 92069-1487

RE: PALOMAR COMMUNITY COLLEGE, DISTRICT SOUTH EDUCATION CENTER, Recirculated Draft, Environmental Impact Report

I appreciate the opportunity to respond to the Environmental Impact Report for the Palomar College South Campus that will be located in my community across from my neighborhood. I am appreciative to the individuals that have continued to bring this topic to us here locally in Westwood, as we are the residents these proposals directly affect. I do not know why the board or any entity would hold public meetings about projects located outside of the immediately affected areas. I was informed that there were no public meetings here in Westwood, nor Rancho Bernardo for that matter!

**I44-1**

The first response is to request the NO PROJECT ALTERNATIVE. I do not feel that the plans put forth by Palomar College and those described in the EIR will adequately enrich our wonderfully planned community. Adequate and reasonable parking for the anticipated needs onsite is poorly addressed in the recirculated draft. The very fact that 511 "off-site" parking spaces have been identified throughout our neighborhood streets, raises a red flag very high with our community and families.

**I44-2**

Students will have to walk to campus over half a mile from a bus stop because the EIR doesn't allow for making one closer to the campus. How can this be ADA approved? The environment Palomar will be surrounding is a planned community that takes great pride in its clean streets, safe pedestrian cross walks, and cycling enthusiasts. Please build more parking spots so that our community environment (neighborhood and businesses) will not be burdened with excess vehicles. It is also for the safety of the STUDENT PEDESTRIANS so they will not have to cross a busy intersection at the entrance to the college. The Summary of Cumulative Impacts does effect of future buildings on this site either. This will significantly affect the parking allocated for the campus. There are 792 current parking spots with at least 1500 people attending this site daily. It is unrealistic to think that half of these people will use alternate types of transportation. Furthermore, the impact of over 3500 people attending this site makes the parking allotment extremely significant. How can a cumulative impact NOT occur in this area? Project Objectives #5 says the campus will be 'self-sufficient/self-sustaining so as not to create a drain on the resources of the PCCD'. What about being self-sufficient/self-sustaining so as not to create a drain on the community? Not building enough parking spots on the campus will create a drain and ill-rapport in the community. We, the community neighborhood, will have to pay for residential parking permits so we can park in front of our own homes due to students that will be parking in our neighborhood. It will happen. With the City of San Diego having six Community Parking Districts, five Residential Permit Parking Areas, and Chula Vista establishing a Residential Parking Area, all because of inadequate supplies of parking availability. And at least five of all these areas are due to college students infringing on neighborhoods. Why not use our tax payer dollars which support Prop M and build adequate parking on this site.

**I44-3**



A secondary access SHOULD be made for traffic congestion and not be an alternative suggestion. Being a reasonable citizen, I realize the Second Access Road Alternative has pros and cons. Placing a traffic light at Olmeda Way is beneficial because it will allow the residents to exit their neighborhood due to the extra traffic that will be impacting our neighborhood. The negative aspect of this traffic light at Olmeda Way is that it will add an unsightly large piece of equipment to our planned community. I don't know the exact parameters used for the traffic studies but it can attest to every single conversation with Westwood Residents that ever try to turn left onto RB Road from Olmeda that it is both dangerous and quite often near impossible for minutes on end. Although the traffic study conducted for this review indicates that it will not impact the roads significantly. Significantly is a choice word indicating worth of importance. Maybe not significant to the college or the city, but it is significant to our community especially the neighborhood. Consider this Third Alternative Plan for a Second Access Road Alternative. Purchase the building below Palomar site where Sharp Health Care is currently. Make second access road come through this parking lot onto Via Tazon. This would provide vehicles to be closer to Transit Parking Station and reduce traffic directly onto Rancho Bernardo Road. A bus stop could be placed on Via Tazon close to the second access road. Drivers would have the option to turn towards public transit or proceed to another I-15 Intersection at Bernardo Center Road. Alternatively, drivers could turn towards Rancho Bernardo Road with an already existing traffic light.

I44-4

The Project Level Environmental Impacts and Mitigation Measures Table both dismiss a small significant amount of traffic and safety creating problems with the public Circulation System Performance. The proposed looped roadway just has faculty and staff running in circles because Palomar deems a second access road as an alternative solution rather than being PART of the solution. How can adding 1500 people a day NOT disrupt a public system NOT designed for this additional amount of people? This table further dismisses how 1500 people would not disrupt the Congestion Management Plan and the inadequate Emergency Access. How will fire and rescue or ambulances get into Palomar soon enough when traffic is at its peak? As far as the Alternative Transportation Facilities, there is no public transit bus stop close enough for students and faculty. For Long-Term Intersection Operations, how can the Delay change decrease? Adding 1500, and increasing to 3500 people on this road during a firestorm will delay evacuations further than they were in 2007.

I44-5

Building a transit bus stop on campus or at least offer a shuttle service to the local transit station to increase the safety of the students and faculty. The Rb Community Council has outlined a few requests along this letter's same lines that need to be utilized in this proposed construction process.

I44-6

In closing, the Mitigation measures state that "although no mitigation measures are required, the PCCD will work with the City to determine other ways to improve access to the project site".) Thank you for recognizing that your business will impact our community. Please provide extra parking spots, the Third Alternative Access Road, and a transit bus stop to indicate your good neighbor approach in our community. We take great pride in being from RB and embrace our traditions. I would like to see you become a meaningful part of our community. By taking our responses into consideration and implementing our reasonable requests, it will ensure us of your honest desire to become that comprehensive education center campus which reflections on and has respect for its neighborhood environment and be a true part of our community. Please be

I44-7

aware that our Westwood Community has been part of very poor government planning for two major builds/remodels that are currently in the spotlight and are bringing rightfully due negative criticism about our city planning boards, oversight, companies/entities, and all the individuals that are supposed to be looking out for us.

**I44-7  
cont.**

Respectfully,  
Lynanne Reed  
Rancho Bernardo-Westwood Resident  
Oculto Road  
San Diego, CA 92127

## Response to Letter I44

- I44-1** See response to comment I18-1 for a discussion of public scoping.
- I44-2** See response to comment I7-1 for a general discussion of project alternatives including the No Project Alternative and Bernardo Center Drive Alternative. See response to comment L1-12 for a discussion of on and off-street parking including cumulative parking impacts.
- I44-3** See response to comment I7-1 for a general discussion of project alternatives including No Project Alternative. See response to comment I8-1 for discussion regarding pedestrian safety. See response to comment I8-2 for discussion on ADA compliance of the project. See response to comment L1-12 for a discussion of on and off-street parking, including cumulative build-out parking capacity and supply. See response to comment L1-10 for a discussion of carpool and vanpool, and shuttle service to the project site. See response to comment L2-7 for discussion regarding transit access at the project site. See response to comment I8-2 for a general discussion regarding pedestrian safety.
- I44-4** See response to comment I4-1 for a discussion of secondary project access through Second Access Road Alternative and via the Sharp Medical Office property. See Appendix G of the Final EIR for details regarding the Traffic Assessment Report. See response to comment L2-7 for discussion regarding transit access. See response to comment L2-16 regarding feasibility of MTS providing nearby transit access for the project.
- I44-5** See response to comment I4-1 for a discussion of secondary project access. See response to comment I8-4 for a discussion of disruptions to an adopted CMP and emergency response plans.
- I44-6** See response to comment L2-7 for a discussion of transit access at the project site and response to comment L1-10 for a discussion of other TDM measures.
- I44-7** This comment provides closing comments and a summary of comments provided. No further response is required. See response to comment L2-7 for discussion regarding transit access, response to comment L1-12 for parking discussion, and response to comment I4-1 regarding second access alternatives.

## Letter I45 Supervisor Dave Roberts

From: Corry, Keith [mailto:Keith.Corry@sdcounty.ca.gov]  
Sent: Thursday, April 14, 2016 12:35 PM  
To: Gropen, Laura; Gonzales, Adrian D.  
Cc: Miller, Christopher; Salazar, Mayra; Roberts, Dave  
Subject: letter on Palomar SEC

Good afternoon, Adrian and Laura-

Please see attached Supervisor Dave Roberts' letter on the Palomar College South Education Center. A hard copy is being sent to you both today. Please keep us updated as the project approaches its hearing at the Community College Board, and feel free to contact me with any follow-up in questions or concerns,

I45-1

Have a good day,

Keith Corry  
Land Use Policy Advisor  
Supervisor Dave Roberts, District 3  
County of San Diego  
(619) 531-5859 direct  
(619) 307-1793 mobile  
(619) 234-1559 fax  
keith.corry@sdcounty.ca.gov  
www.supervisordaveroberts.com





## DAVE ROBERTS

SUPERVISOR, THIRD DISTRICT  
SAN DIEGO COUNTY BOARD OF SUPERVISORS

April 14, 2016

Adrian Gonzales  
Interim Superintendent/President  
Palomar Community College District  
1140 West Mission Road  
San Marcos, CA 92069-1487

RE: Palomar College South Education Center

Dear Mr. Gonzales,

Thank you for taking the time on February 26th to host a tour of the proposed Palomar College South Education Center for my staff and me. Being able to see the site in person and hear your team's explanation of the campus plans was enlightening, and will help inform our discussions with community members who have contacted my office with questions about the project.

I45-1

Regarding your parking plans, I think the large parking structure that was originally designed to serve three office buildings, as well as your plans to re-stripe the parking lot in the front of the property to produce more stalls, will help to address community concerns about parking capacity. Additionally, I agree with your approach to make parking free for students in the first year, and then setting it at an affordable \$40 per semester thereafter. This is a sensible and fair way to ensure that the surrounding community isn't unfairly impacted, and I appreciate your willingness to revisit the issue if these measures aren't successful in preventing excessive student parking in adjacent neighborhoods.

I45-2

From a traffic impact perspective, I was pleased to learn that the campus at full build-out will include only one of the three buildings originally planned and permitted for the location. I also think your decision to stagger course times to reduce traffic volumes on Rancho Bernardo Parkway and the surrounding community is a wise one. As another method to reduce daily trips, thank you for being open to helping to develop a transit route from the Rancho Bernardo Transit Center to the Palomar College South Education Center site. This could further incentivize students to use public transportation instead of driving to the center.

I45-3



I understand your team has worked with The City of San Diego and the owner of the former Sharp facility east of your campus in an effort to identify a second entrance to the property. I know this is an important issue for nearby residents, and I encourage you to continue working toward a solution that is acceptable to the community. If this cannot be accomplished for purposes of relieving traffic congestion, I would hope that at least an emergency exit route can be identified.

I45-4

Finally, I was glad to see that your site plan includes safe and accessible paths of travel for students with disabilities, as well as those walking and biking to class.

I45-5

Again, thank you for your thoughtful and careful consideration of these issues. I think the project can and will be embraced by the community and will prove to bring affordable and high-quality education to our community's young adults for many years to come.

I45-6

Please let me know if there is anything more I can do to help make your project successful.

I45-7

Sincerely,



DAVE ROBERTS

Supervisor, Third District

San Diego County Board of Supervisors

## Response to Letter I45

- I45-1** This comment is an introduction to the Supervisor Dave Robert's letter. No further response required.
- I45-2** See response to comment L1-12 for a discussion of on and off-street parking and parking fees discussion.
- I45-3** This comment notes that at full build-out, the campus would only include one of the three buildings originally planned and permitted for the project site. The comment also notes that staggered course times to reduce traffic volumes on Rancho Bernardo Road. The comment also notes that being open to help develop a transit route from the RBTS to the project site could help incentivize students to use public transportation instead of driving. This comment does not raise a significant environmental issue addressed in the DEIR for which a response is required. See response to comment L1-10 regarding TDM measures, response to comment L2-7 regarding transit access for the project, and response to comment L2-16 regarding MTS response on coordinating bus service for the project site.
- I45-4** The comment notes the efforts made to identify a second entrance and/or emergency exit route to the property near the former Sharp Medical Office facility east of the project site. See response to comment I4-1 for discussion regarding Second Access Alternative and discussion regarding access to the project site via the Sharp Medical Office property. See response to comment I8-4 for discussion regarding emergency access.

As noted in response to comment L2-6 with respect to providing pedestrian access through the Sharp Medical Office property, emergency access improvements would cause potentially significant impacts to coastal sage scrub vegetation communities potentially affecting California gnatcatcher habitat. Thus, an emergency only access at this location would result in new potentially significant biological resources impacts. Additionally, emergency only access necessary to access Via Tazon/West Bernardo Court would be required on private property. PCCD does not have permission from the owner to make such improvements. PCCD may explore the option of an emergency only access in the future with neighboring property owner. If PCCD does decide to pursue such an emergency only access in the future, environmental analysis of such a walkway would be conducted pursuant to CEQA prior to PCCD action.

- I45-5** The comment notes that proposed project includes safe and accessible paths for students with disabilities, pedestrians, and bicycles. This comment does not raise a significant environmental issue addressed in the DEIR for which a response is required.
- I45-6** This comment provides closing remarks to the Supervisor Dave Robert's letter. It does not raise a significant environmental issue addressed in the DEIR for which a response is required.
- I45-7** This comment provides closing remarks to the Supervisor Dave Robert's letter. It does not raise a significant environmental issue addressed in the DEIR for which a response is required.

**Letter I46 Isabelle Roy-Fogarty**

From: isabelle roy [mailto:april\_\_2009@hotmail.com]  
 Sent: Saturday, May 07, 2016 1:08 PM  
 To: Astl, Dennis D. <dastl@palomar.edu>; Halcon, John <jhalcon@palomar.edu>; markevilsizer <markevilsizer@aol.com>; Hensch, Nancy A. <nhensch@palomar.edu>; nancychadwick <nancychadwick@cox.net>; McNamara, Paul <pmcnamara@palomar.edu>; assemblymember.maienschein <assemblymember.maienschein@assembly.ca.gov>; markkersey <markkersey@sandiego.gov>; kevinfaulconer <kevinfaulconer@sandiego.gov>; BFennessy <bfennessy@sandiego.gov>  
 Subject: Palomar College Parking Impact on Westwood Community 92127

From: Isabelle Roy-Fogarty  
 Palacio Place  
 San Diego, CA 92127

To Dennis Astl,

Please acknowledge receiving this email by returning a confirmation email- Thank you.

It is my understanding that the parking issues that has been going on between Palomar College's (92127) new location and our community of Westwood are not being solved.

**I46-1**

As an owner occupier in this community very close to the only entrance/exit of the campus, I am extremely concerned;

- An emergency evacuation of the campus through one road and the Westwood Community through the opposite road (Matinal Road) is a strong concern of mine (it is a possibility that we have experienced during the 2007 wild fires).

**I46-2**

- Palomar College has clearly identified Westwood as their overflow car parking: 511 spaces are identified in their Environmental Impact Report, section 4.8.3.5. No need to say that we are talking about our community parking spaces. Our family is currently spending savings to widen our driveway to create an extra car space and free parking in the street of course is NOT intended for the use of Palomar students, but for the family and friends of community residents.

**I46-3**

- Children do play in our streets, additional traffic from non-locals unaware of the kids at play yet again is a strong concern of mine.

**I46-4**

- Palomar College users bypassing the already very busy RB Road through Westwood is yet again a strong concern of mine, creating chaos to a residential area that is not equipped for this heavier traffic.

**I46-5**

Therefore as a citizen and as is my right I demand more transparency on the above points and request a "No Project" alternative According to Section 15126.6(e)(1).

**I46-6**

Please feel free to email me back with questions or/and answers to my concerns.

Regards,  
 Isabelle Roy-Fogarty

## **Response to Letter I46**

- I46-1** See response to comment L1-12 for a discussion of on and off-street parking.
- I46-2** See response to comment I4-1 for a discussion of secondary project access. See response to comment I8-4 for discussion regarding emergency access.
- I46-3** See response to comment L1-12 for a discussion on and off-street parking.
- I46-4** See response to comment I4-1 for a general discussion of safety concerns in the project area and response to comment I8-2 regarding pedestrian safety concerns.
- I46-5** See response to comment I3-1 for a general discussion of traffic including cut-through traffic.
- I46-6** See response to comment I7-1 for a general discussion of project alternatives including the No Project Alternative.



**Letter I47 Dan Schmitzer**

From: dan schmitzer [mailto:danschmitzer2010@gmail.com]

Sent: Saturday, April 09, 2016 11:26 AM

To: Astl, Dennis D. <dastl@palomar.edu>

Subject: Palomar draftEIR2

I reviewed the EIR after reading about it in Pomerado Newspaper. I went online and reviewed the document and have the following feedback.

As a resident of Westwood, I have serious concerns about traffic/parking for our neighborhood as a result of opening the new campus. While I generally appreciate the addition of an educational institution in the neighborhood, I also don't want it to be an intrusion to our quality of life in Westwood.

**I47-1**

The traffic issue to still seems unresolved involves two primary points.

1). Matinal and Olmeda access points at Rancho Bernardo Road: At this time there is already an issue with cars "cutting thru" the neighborhood especially during rush hours. During a recent walk thru the neighborhood, I observed for a 15 minute period of time that at 32 cars at approx 4pm cut thru the neighborhood in order to avoid the intersection at Rancho Bernardo and West Bernardo.....or avoid the wait to access the I-15 North freeway. This is already a problem that will only be exacerbated with the opening of the school entrance at Matinal. I believe more than striping or signage is needed to ensure no further cut-thru traffic. I further believe the assumptive statement that "a few seconds of saved travel time will not be worthwhile to those unfamiliar with the streets is completely inaccurate"....as we are already seeing impact.

**I47-2**

2). I-15 North/South access needs improvement from Rancho Bernardo Road. Much of the traffic impacts in this area seems that it could be substantially improved if access to the freeway were improved, thru more lanes, signal timing changes, or other improvements.

**I47-3**

I hope that Palomar will continue to work to improve this situation with greater emphasis to ensure the current nature of Westwood!

**I47-4**

Dan Schmitzer

## **Response to Letter I47**

- I47-1** See response to comment I3-1 for a general discussion of traffic. See response to comment L1-12 for a discussion of on and off-street parking.
- I47-2** See response to comment I3-1 for a general discussion of traffic including cut-through traffic.
- I47-3** This comment notes that I-15 North/South access needs improvement from Rancho Bernardo Road through the construction of more lanes, signal timing changes, or other improvements. As described in Section 4.8.3.1, there are no significant opening day or cumulative (year 2035 scenario) traffic related impacts to freeway segment and ramp metering operations as a result of the proposed project and no mitigation is required.
- I47-4** This comment provides closing remarks to the comment letter. It does not raise a significant environmental issue addressed in the DEIR for which a response is required.

**Letter I48 Allison Searcy**

From: Allison Searcy [mailto:ahasearcy@gmail.com]  
 Sent: Wednesday, May 04, 2016 10:40 PM  
 To: Astl, Dennis D. <dastl@palomar.edu>  
 Subject: Re: Concerns over Palomar rb

I'm not sure exactly what our letters were supposed to include, concerns or ideas.

But here is an idea that could help with both the parking and traffic. Provide offsite parking for the majority of students that could travel in on a shuttle. UCSD did this and worked great. Then you keep the congestion of cars off of Rancho Bernardo rd (for general congestion and safety concerns with ambulances/firetrucks) and you keep cars from parking in Westwood. I do actually think this could make everyone happy.

**I48-1**

Thanks,

Allison Searcy

On Wed, May 4, 2016 at 6:42 PM, Allison Searcy <ahasearcy@gmail.com> wrote:

I have something more constructive to add rather than just anger (although I am still plenty angry). I just read you have allocated 511 parking spaces to be in Westwood ( In their latest Environmental Impact Report, section 4.8.3.5, they identify 511 available off-site parking spaces in Westwood) - that number needs to go to zero. You need to keep your students parking on your campus. If you have to build a parking structure, so be it.

**I48-1**

Also you need to find another entrance/exit that is not on Rancho Bernardo Rd.

Those are my suggestions. You say you are trying to be a good neighbor but hearing you are planning on parking in our neighborhood doesn't sound very good. Westwood residents will fight to keep you out so you better have a plan when we permit our whole area for resident parking only.

-Allison Searcy

On Wed, May 4, 2016 at 6:17 PM, Astl, Dennis D. <dastl@palomar.edu> wrote:

Ms. Searcy,

Thank you for your recent response to the Palomar College South Education Center Recirculated DRAFT Environmental Impact Report (EIR). Comments on the Recirculated DRAFT EIR will be accepted through May 9, 2016; comments will be addressed within the final EIR document. Everyone who has provided a comment will be informed when the final version is available.

As part of the process, all comments will be included in the final EIR document presented to the Palomar Community College District Governing Board.

Dennis Astl R.A., CCM, LEED AP  
 Manager, Construction & Facilities Planning  
 Palomar Community College  
 1140 West Mission Road  
 San Marcos, CA 92069  
 P – 760.744.1150x2772 F – 760.761.3506

From: Allison Searcy [mailto:ahasearcy@gmail.com]  
 Sent: Wednesday, May 04, 2016 5:06 PM  
 To: Astl, Dennis D. <dastl@palomar.edu>  
 Subject: Concerns over Palomar rb

Dear Dennis Astl,

We just moved into our new house we were planning on being our forever house (our kids are only 1, 3 and 5 so we have a long way to go through schooling). We broke our backs, our budget, used every resource we had to buy this house. And now I find a college is going to be built 2 blocks from my home. I went to UCSD, I know what happens to the streets around a college. I won't be able to let my kids play outside, I'm going to have 20-somethings making a racket in front of my house all the time, I'm going to have to worry about break-ins and safety of my children.

This is not ok what you're doing. I understand you're a business and can buy whatever land you want but this is going to ruin our community. We recently had a restaurant put in across West Bernardo rd (Phil's). This one restaurant is causing havoc through our streets due to parking issues. Bringing your college here and that brings a new problem 1,000 worse. Literally with students and staff, we're going to have at least 1,000 more people per morning coming down our one exit from our neighborhood. I have to drive down that exit (Matinal rd. and Rancho Bernardo) every morning and now will have to wait through 1000 people who are also at the same intersection.

We did not spend every cent we have to fear for our kids safety (colleges bring more people which bring more crime - that is just a fact) and wait 30 min to get out of our own house. You cannot go into this site thinking one entrance is going to be sufficient. Even if you added an exit it does nothing if it is also on Rancho Bernardo Rd. Can you imagine if we had a fire situation like in 2007 and you had to evacuate your whole school, plus Westwood neighborhood down one street. Chaos. I seriously cannot understand how it could be legal from a city planning issue to have a business go in as large as yours with only 1 entrance and exit.

This makes me feel sick where is just moved my family. Sick that you're going to move in, that I'll never be able to park my car in front of my own house, sick that it's going to take me an hour to drive my kids to school (only a few miles and takes about 10 min now).

I feel like this is a pointless letter since you've already bought the land. You'll get your money from your students who care nothing of this neighborhood. A neighborhood that we residents care for and take pride in. I'm sorry to say that your college will without a doubt ruin that. So all I'm left with is the decision to sell my house or wait till you kill our neighborhood and our property values. We haven't even unpacked. Our kids are thrilled to have their own rooms. We're going to have to say- nope sorry. Some big wig wants to ruin the neighborhood of hundreds of families so they can move a school into a place where it doesn't belong.

I can bet you wouldn't want a school moving in across the street from your home. You have your answer right there as to whether this building site makes sense or not.

Sincerely,  
 Allison Searcy  
 Resident of Westwood RB

148-2



## **Response to Letter I48**

- I48-1** See response to comment L1-12 for a discussion of on and off-street parking. See response to comment I4-1 for a discussion of secondary project access. Regarding off-site parking, at this time no off-site parking is proposed as part of the project.
- I48-2** See response to comment L1-12 for a discussion of on and off-street parking. See response to comment I4-1 for a discussion of secondary project access. See response to I3-1 for general discussion regarding traffic. See response to comment I8-4 for discussion regarding emergency access. See response to comment I8-3 regarding a secondary access point. See response to comment I8-2 regarding pedestrian safety.

**Letter I49 Justin Searcy**

**From:** Justin Searcy [mailto:justinsearcy@hotmail.com]

**Sent:** Monday, May 09, 2016 5:02 PM

**To:** Astl, Dennis D. <dastl@palomar.edu>

**Subject:** palomar south education center

Hi Dennis,

I know you've received feedback to the proposed location from many in our community, my wife included. I just want to reiterate some of the communities concerns:

The first response is to request the NO PROJECT ALTERNATIVE. I do not feel that the plans in the EIR will enrich our wonderfully planned community. With the intersection of I-15 and Bernardo Center Drive being an alternative project location, a traffic study should have been done on this intersection. It is not indicated on Figure 4.8.1 Existing Traffic Volumes. Although the surveys for Existing Freeway Segment Operations, Table 4.8-5, do not mandate PCCD to halt their project, the mere desire to continue with this project at the LOS level of impactation is bad for RB. I do not want any business in this area that will impact my neighborhood or my community that will decrease a traffic LOS.

**I49-1**

Although parking is defined finally in this EIR it is a not a positive conclusion for the welfare of the community. Appendix H-Parking Analysis was not attached to the EIR. Upon locating it, PCCD states they acknowledge the fact that students and employees will park in the neighborhood of Westwood. PCCD indicates curbside parking may be permitted along both sides of Matinal Road, having a classification of a Two-Lane Collector. Knowing Matinal Road's LOS E capacity of 8,000 ADT on the RB Community Plan, PCCD still provided no traffic study providing the ADT for Matinal Road from RB Rd. Although one of the EIR mitigation measures show no traffic will flow into or out of PCCD at Matinal Road, this does not mean the analysis of the ADT on Matinal Road should not have been done. TRA-3 should be implemented if no alternative project is selected.

**I49-2**

Though the SD City's Municipal Code may not provide for parking requirement for a community college, they do allow for is a Residential Parking District, of which there are 5. The community of Westwood is already in discussion with the city transportation department about implementing the 6th one. Additionally, the Trip Generation scenario is disconcerting. The EIR indicating SANDAG has a manual for trip generations for an 'education center' but not a parking requirement further increases the community concern of parking issues. Please provide adequate parking on campus. PCCD should consider the No Project Plan or the alternative plan at Bernardo Center Drive. At minimum, PCCD should commit to not charging for parking ever.

**I49-3**

In regards to traffic in the project study area, the mitigations measures in TRA-3 are beneficial and must be implemented not considered. The 3 cumulative significant intersection impacts, one with an LOS F condition, RB Road and West Bernardo Drive, is one major point. The mitigation measures listed in TRA-4 are hypothetical not realistic. They are necessary but will not be utilized adequately enough to offset traffic and parking nightmares. While the MTS system, Bus Route 20 and 945, is mentioned as alternative transportation, the bus stops are still too far away for acceptable walking to PCCD and surely is not ADA acceptable. The NCTS doesn't offer a bus stop close enough either. Between these two entities, a bus route and bus stop or shuttle service should be included by PCCD. Improved pedestrian cross walks with updated ADA ramps and new

**I49-4**

striping should be implemented at all intersections entering the PCCD campus. 'The vision for the Pedestrian Master Plan is to 'enhance...walking as a practice and attractive means of transportation in a cost-effective manner.' Please implement TRA-4 to make alternate transportation easier. It is known that people cut-through anywhere they can to reduce their travel time, even if it is just a mere 36 seconds. The mitigation measures are feasible to implement but there are no incentives for its utilization. And while a 100 percent increase was used for evaluating the increased traffic cut through, the percentage is unrealistic of actual traffic habits. When traffic is congested all travelers find quicker alternatives to reduce their travel time. I disagree with your point that 'it would be unlikely that a large amount of drivers located outside the Westwood community would utilize Westwood as a cut-through option. Employees become familiar with the community and thereby become regular cut-through drivers. You know that 36 seconds is significant to most people. This is a country of multi-taskers who can't sit still. Please implement TRA-2.

**I49-4  
cont.**

In conclusion, section 4.8.2, states that SAFETEA-LU gives states 'and local transportation decision makers more flexibility for solving transportation problems in their communities'. Therefore the local RB (Planning Board) should be given major consideration in decisions regarding traffic issues PCCD will create. Undoubtedly, PCCD needs to provide additional parking on their campus in order to meet their financial goals. Because few San Diego residents utilize public transportation, relying on it would not be a wise decision for a business plan. Especially once students and staff realize they will be ticketed by parking in a Residential parking District. The 'project site being strategically located in the southern range of the District to target an underserved population with the District's boundaries' is a good business plan. However with this comes responsibility. Traffic and parking will be increased. I believe in making education available to everyone and making it easy to access. Access needs to come in the way of adequate parking ON campus not neighborhoods. The decision to develop a southern location is a good plan; it is just not the right location.

**I49-5**

Thanks.

## Response to Letter I49

- I49-1** See response to comment I7-1 for a general discussion of project alternatives including the No Project Alternative and Bernardo Center Drive Alternative.
- I49-2** See response to comment I20-3 regarding availability of EIR appendices. See response to comment L1-12 for a discussion of on and off-street parking. Average daily traffic volumes for Matinal Road are shown in EIR Figure 4.8-1 and Table 4.8-1. See response to comment L1-3 and L1-9. TRA-3 was fully evaluated and has been determined to be ineffective and therefore is not being adopted. However, it should be noted that some of these traffic mitigation improvements lie within the City's jurisdiction, these improvements will be provided to the satisfaction of the City Engineer. See Section 4.8.1.2 of EIR for discussion regarding traffic analysis.
- I49-3** See response to comment L1-12 for a discussion of on and off-street parking.
- I49-4** Please refer to the project mitigation, monitoring and reporting program regarding implementation of mitigation measure TRA-2. TRA-3 was fully evaluated and has been determined to be ineffective and therefore is not being adopted. See Section 4.8.1.2 of EIR for discussion regarding traffic analysis. See response to comment L1-12 for a discussion of on and off-street parking. See response to comment L2-7 for a discussion of mitigation measure TRA-4. As no credit was taken for trip reduction from TDM measures in traffic analysis, mitigation measure TRA-4 has been removed and the TDM discussion has been moved to the Project Description. PCCD would annually certify that the TDM measures included in the Project Description are being implemented. See response to comment I3-1 for a general discussion of traffic including cut-through traffic. See response to comment I8-2 regarding ADA compliance of the project.
- I49-5** See response to comment L1-12 for a discussion of on and off-street parking. See response to comment I3-1 for a general discussion of traffic.



**Letter I50 Jan & Joe Semerad**

**From:** Jan [mailto:jsemerad@att.net]  
**Sent:** Monday, May 09, 2016 9:57 PM  
**To:** Astl, Dennis D. <dastl@palomar.edu>  
**Subject:** WESTWOOD Parking problem re: Palomar campus in Rancho Bernardo

Dear Dennis Asti:

As a previous graduate of Palomar College 25 plus years ago, I applaud the idea of having a North County campus near Rancho Bernardo.

**However, I am SHOCKED and DISGUSTED that Palomar is planning on opening a campus with such poor pre-planning with respects to the residents who live nearby. Have we no voice?**

I50-1

I find it simply inconceivable that the planners would even think of using the residential area of Westwood community – a PREPLANNED community of 50 years as **additional offsite parking** for the students once the campus lots are full. And the lots will be full once the school is up and running with increased students!

I50-2

Surely this was NOT in the Planned Community MASTER plan for the 2,400 plus residential homes within Westwood. Why is this even being considered NOW?

Furthermore, the lack of proper access roads to and from the campus site will overload the Rancho Bernardo Road entrance causing students to utilize the residential streets of Westwood to get to and from the freeway. It appears that traffic studies that were conducted did not take in account all the recent growth of 4S Ranch stores and recent 4S Ranch residential developments or traffic from Phil's BBQ and the Sharp clinic - all located a short distance from the proposed campus entrance.

I50-3

Please - consider the Westwood neighborhood, the additional traffic concerns and the safety risks when implementing this campus. We need to be heard in our plea for common sense and better pre-planning. Thank you.

I50-4

Jan & Joe Semerad  
 Luz Place  
 San Diego, CA 92127  
[jsemerad@att.net](mailto:jsemerad@att.net)

## **Response to Letter I50**

- I50-1** This comment is an introduction to the comment letter. No response is required.
- I50-2** See response to comment L1-12 for a discussion of on and off-street parking.
- I50-3** See response to comment I4-1 for a discussion of secondary project access. See response to comment L1-19 for a discussion of added traffic from surrounding businesses, such as Phil's BBQ.
- I50-4** See response to comment I3-1 for a general discussion of traffic including cut-through traffic. See response to comment I4-1 for a general discussion of safety concerns in the project area.

**Letter I51 Beth Siesel**

May 8, 2016

Dennis Astl  
 Palomar Community College District, San Marcos Campus  
 1140 West Mission Road  
 San Marcos, Ca 92069-1487  
 dastl@palomar.edu

RE: PALOMAR COLLEGE EIR Response-3rd Draft

Thank you for looking into alternative options for the PCCD that will be located in my community.

The first response is to request the NO PROJECT ALTERNATIVE. I do not feel that the plans in the EIR will enrich our wonderfully planned community. With the intersection of I-15 and Bernardo Center Drive being an alternative project location, a traffic study should have been done on this intersection. It is not indicated on Figure 4.8.1 Existing Traffic Volumes. Although the surveys for Existing Freeway Segment Operations, Table 4.8-5, do not mandate PCCD to halt their project, the mere desire to continue with this project at the LOS level of impaction is bad for RB. I do not want any business in this area that will impact my neighborhood or my community that will decrease a traffic LOS.

**I51-1**

Although parking is defined finally in this EIR it is a not a positive conclusion for the welfare of the community. Appendix H-Parking Analysis was not attached to the EIR. Upon locating it, PCCD states they acknowledge the fact that students and employees will park in the neighborhood of Westwood. PCCD indicates curbside parking may be permitted along both sides of Matinal Road, having a classification of a Two-Lane Collector. Knowing Matinal Road's LOS E capacity of 8,000 ADT on the RB Community Plan, PCCD still provided no traffic study providing the ADT for Matinal Road from RB Rd. Although one of the EIR mitigation measures show no traffic will flow into or out of PCCD at Matinal Road, this does not mean the analysis of the ADT on Matinal Road should not have been done. TRA-3 should be implemented if no alternative project is selected.

**I51-2**

Though the SD City's Municipal Code may not provide for parking requirement for a community college, they do allow for is a Residential Parking District, of which there are 5. The community of Westwood is already in discussion with the city transportation department about implementing the 6th one. Additionally, the Trip Generation scenario is disconcerting. The EIR indicating SANDAG has a manual for trip generations for an 'education center' but not a parking requirement further increases the community concern of parking issues. Please provide adequate parking on campus. PCCD should consider the No Project Plan or the alternative plan at Bernardo Center Drive. At minimum, PCCD should commit to not charging for parking ever.

**I51-3**

In regards to traffic in the project study area, the mitigations measures in TRA-3 are beneficial and must be implemented not considered. The 3 cumulative significant intersection impacts, one with an LOS F condition, RB Road and West Bernardo Drive, is one major point. The mitigation measures listed in TRA-4 are hypothetical not realistic. They are necessary but will not be utilized adequately enough to offset traffic and parking nightmares. While the MTS system, Bus Route 20 and 945, is mentioned as alternative transportation, the bus stops are still too far away for acceptable walking to PCCD and surely is not ADA acceptable. The NCTS doesn't offer a bus stop close enough either. Between these two entities, a bus route and bus stop

**I51-4**

or shuttle service should be included by PCCD. Improved pedestrian cross walks with updated ADA ramps and new striping should be implemented at all intersections entering the PCCD campus. 'The vision for the Pedestrian Master Plan is to 'enhance...walking as a practice and attractive means of transportation in a cost-effective manner.' Please implement TRA-4 to make alternate transportation easier. It is known that people cut-through anywhere they can to reduce their travel time, even if it is just a mere 36 seconds. The mitigation measures are feasible to implement but there are no incentives for its utilization. And while a 100 percent increase was used for evaluating the increased traffic cut through, the percentage is unrealistic of actual traffic habits. When traffic is congested all travelers find quicker alternatives to reduce their travel time. I disagree with your point that 'it would be unlikely that a large amount of drivers located outside the Westwood community would utilize Westwood as a cut-through option. Employees become familiar with the community and thereby become regular cut-through drivers. You know that 36 seconds is significant to most people. This is a country of multi-taskers who can't sit still. Please implement TRA-2.

**I51-4  
cont.**

In conclusion, section 4.8.2, states that SAFETEA-LU gives states 'and local transportation decision makers more flexibility for solving transportation problems in their communities'. Therefore the local RB (Planning Board) should be given major consideration in decisions regarding traffic issues PCCD will create. Undoubtedly, PCCD needs to provide additional parking on their campus in order to meet their financial goals. Because few San Diego residents utilize public transportation, relying on it would not be a wise decision for a business plan. Especially once students and staff realize they will be ticketed by parking in a Residential parking District. The 'project site being strategically located in the southern range of the District to target an underserved population with the District's boundaries' is a good business plan. However with this comes responsibility. Traffic and parking will be increased. I believe in making education available to everyone and making it easy to access. Access needs to come in the way of adequate parking ON campus not neighborhoods. The decision to develop a southern location is a good plan; it is just not the right location.

**I51-5**

Sincerely,  
Beth Siesel  
Westwood Resident



## Response to Letter I51

- I51-1** See response to comment I7-1 for a general discussion of project alternatives including the No Project Alternative and the Bernardo Center Drive Alternative.
- I51-2** See response to comment I20-3 regarding availability of EIR appendices. See response to comment L1-12 for a discussion of on and off-street parking. Average daily traffic volumes for Matinal Road are shown in EIR Figure 4.8-1 and Table 4.8-1. See response to comment L1-3 and L1-9. TRA-3 was fully evaluated and has been determined to be ineffective and therefore is not being adopted. However, it should be noted that some of these traffic mitigation improvements lie within the City's jurisdiction, these improvements will be provided to the satisfaction of the City Engineer. See Section 4.8.1.2 of EIR for discussion regarding traffic analysis.
- I51-3** See response to comment L1-12 for a discussion of on and off-street parking.
- I51-4** Please refer to the project mitigation, monitoring and reporting program regarding implementation of mitigation measure TRA-2. TRA-3 was fully evaluated and has been determined to be ineffective and therefore is not being adopted. See Section 4.8.1.2 of EIR for discussion regarding traffic analysis. See response to comment L1-12 for a discussion of on and off-street parking. See response to comment L2-7 for a discussion of mitigation measure TRA-4. As no credit was taken for trip reduction from TDM measures in traffic analysis, mitigation measure TRA-4 has been removed and the TDM discussion has been moved to the Project Description. PCCD would annually certify that the TDM measures included in the Project Description are being implemented. See response to comment I3-1 for a general discussion of traffic including cut-through traffic. See response to comment I8-2 regarding ADA compliance of the project.
- I51-5** See response to comment L1-12 for a discussion of on and off-street parking. See response to comment I3-1 for a general discussion of traffic.

## Letter I52 Jennifer Stavros

From: Jennifer Stavros [mailto:jenniferstavros@yahoo.com]  
 Sent: Monday, May 09, 2016 8:41 PM  
 To: Astl, Dennis D. <dastl@palomar.edu>  
 Subject: Westwood/Palomar college/Rancho Bernardo

Hi!

Please ensure that adequate parking is provided for the students of Palomar College at the college. Adding a new bus stop at the college would be a great idea, as well as changing the allowable directions through the stop light, ie. making it right or left turn so students cannot pass through our neighbor. We have many young children in our neighbor here in Westwood. I live on Oculito Pl which is in the southern part close to the college. We are very concerned about this new college as well as the new Phils bbq. We are being bombarded with people driving through, speeding, smoking pot, drinking, littering, poorly parking/boxing us in, in our neighborhood. Please help us so having a college here helps us instead of hurting us.

**I52-1**

Thank you,  
 Jennifer Stavros  
 Oculito Pl  
 San Diego, ca 92127

## Response to Letter I52

- I52-1** See response to comment L1-12 for a discussion of on and off-street parking. See response to comment L1-6 for a discussion of a dedicated right/left turn out of the proposed project site. See response to comment L1-19 for a discussion of added traffic from surrounding businesses, such as Phil's BBQ.

**Letter I53 Nancy Steele**

May 8, 2016

Dennis Astl  
 Palomar Community College District, San Marcos Campus  
 1140 West Mission Road  
 San Marcos, Ca 92069-1487  
[dastl@palomar.edu](mailto:dastl@palomar.edu)

RE: PALOMAR COLLEGE E.I.R. Response

The first response is to request the NO PROJECT ALTERNATIVE. I do not feel that the plans put forth by Palomar College and those described in the E.I.R. will adequately enrich our planned community. They will most likely harm or destroy it.

I53-1

In the past, your representatives have stated that the student's Palomar College is targeting do not live in Rancho Bernardo or 4S Ranch, is that why Palomar College has so little concern about the impact on the communities it is forcing itself upon?

These are additional issues I would like to address and have addressed by Palomar College:

1. Palomar College has conducted meetings in recent months to address the concerns over traffic and parking. In each of these meetings, you have expressed your intention to be good neighbors. You also indicated that you had adequate onsite parking for all of the students and that there would be no impact to surrounding neighborhoods. In your latest Environmental Impact Report, section 4.8.3.5, you **identify 511 available off-site parking spaces in Westwood**. This was not in the either one of the previous E.I.R's, so much for your wanting to be "good neighbors". As I'm sure your well aware, other neighborhoods in San Diego that College's are using as their "available off-site parking" are dealing with an increase in crime and trash.

I53-2

On a personal note, my house and the street I live on, is featured on all of the overhead shots of the campus site - which Palomar College has presented at every public forum. What it doesn't show are the 23 children that live on the street. Nor does it show the children on their tricycles, bicycles, scooters and skateboards, playing basketball, playing tag and living a wonderful carefree childhood. It also does not show the closeness of a street that yearly celebrates escaping the 2007 wildfires. Using our street as Palomar College's "available off-site parking" is dangerous to our children and will destroy the neighborhood we cherish.

2. When the community raised the issue about cars cutting through the Westwood neighborhoods to bypass Rancho Bernardo Road and traffic, Palomar stated (and still does in the new E.I.R.), "it would be unlikely that a large amount of drivers located outside the Westwood community would utilize Matinal Road as a "cut-through" route since they would need to be familiar with the local streets." That statement is unfathomable since Palomar College has identified Westwood as your "Available Off-site Parking" site. The Westood community is not your SOLUTION to poorly planned access and parking for a College campus.

I53-3

3. The intersection of Rancho Bernardo Road/ Matinal Road is Palomar College's **ONLY** access/egress to the campus. It is directly across the street from the bus stop for middle school and high school students. Rancho Bernardo Road/Olmeda Way is another bus stop for the middle school and high school students - one intersection away. The increased traffic and congestion endangers our children.

I53-4

4. The intersection of Rancho Bernardo Road/ Matinal Road is Palomar College's **ONLY** access/egress to the campus. Palomar College does not have adequate emergency access or egress for the school's campus. During the 2007 wildfires most of the community of Westwood was evacuated through the intersection of Rancho Bernardo Road and Matinal Road, it was a traffic nightmare with one police officer trying to save lives. Wildfires and emergency situations do not adhere to time schedules or traffic projections. The students, staff and faculty could easily become trapped using the existing driveway at the intersection of Rancho Bernardo Road and Matinal Road, or the traffic congestion could impact the resident's ability to use this intersection as an evacuation route. It is not acceptable to see this as a trivial item and not address it.

**I53-5**

Sincerely,  
Nancy Steele  
Palacio Place  
San Diego, CA 92127

## Response to Letter I53

- I53-1** See response to comment I7-1 for a general discussion of project alternatives including the No Project Alternative.
- I53-2** See response to comment L1-12 for a discussion of on and off-street parking. See response to comment I8-4 for a discussion regarding emergent access. See response to comment I8-2 for a discussion regarding pedestrian safety.
- I53-3** See response to comment L1-12 for a discussion of on and off-street parking. See response to comment I3-1 for general traffic discussion, including cut-through traffic.
- I53-4** See response to comment I4-1 for a discussion of secondary project access. See response to comment I4-1 for a general discussion of safety concerns in the project area and response to I2-1. See response to comment I8-4 for a discussion of disruptions to emergency access and emergency response plans.
- I53-5** See response to comment I8-4 for a discussion of disruptions to emergency access and emergency response plans. See response to comment I4-1 for a discussion of secondary project access. See response to comment I8-2 for a discussion regarding pedestrian safety.



**Letter I54 Frances Thomas**

**From:** Frances Thomas [mailto:frannym.thomas@gmail.com]

**Sent:** Monday, May 09, 2016 9:52 PM

**To:** Astl, Dennis D. <dastl@palomar.edu>; Halcon, John <jhalcon@palomar.edu>; markevilsizer@aol.com; Hensch, Nancy A. <nhensch@palomar.edu>; nancychadwick@cox.net; McNamara, Paul <pmcnamara@palomar.edu>; assemblymember.maienschein@assembly.ca.gov; markkersey@sandiego.gov; bfennessy@sandiego.gov

**Subject:** RE: PALOMAR COMMUNITY COLLEGE, DISTRICT SOUTH EDUCATION CENTER, Recirculated Draft, Environmental Impact Report

I moved to Westwood in Rancho Bernardo in 1996 and was assured that the community was a master planned community. However, in the last few years, I feel that Westwood has been let down by the people who are supposed to look out for us. Westwood residents are being robbed of property use and value of their homes.

I am appreciative to the individuals that have continued to bring this topic to us here locally in Westwood, as we are the residents these proposals directly affect.

**I54-1**

I do not know why the board or any entity would hold public meetings about projects located outside of the immediately affected areas. I was informed that there were no public meetings here in Westwood, nor Rancho Bernardo for that matter!

The first response is to request the NO PROJECT ALTERNATIVE. I do not feel that the plans put forth by Palomar College and those described in the EIR will adequately enrich our wonderfully planned community. Adequate and reasonable parking for the anticipated needs onsite is poorly addressed in the recirculated draft. The very fact that 511 "off-site" parking spaces have been identified throughout our neighborhood streets, raises a red flag very high with our community and families.

**I54-2**

Students will have to walk to campus over half a mile from a bus stop because the EIR doesn't allow for making one closer to the campus. How can this be ADA approved? The environment Palomar will be surrounding is a planned community that takes great pride in its clean streets, safe pedestrian cross walks, and cycling enthusiasts. Please build more parking spots so that our community environment (neighborhood and businesses) will not be burdened with excess vehicles. It is also for the safety of the student pedestrians, so they will not have to cross a busy intersection at the entrance to the college. The Summary of Cumulative Impacts does effect of future buildings on this site either. This will significantly affect the parking allocated for the campus. There are 792 current parking spots with at least 1500 people attending this site daily. It is unrealistic to think that half of these people will use alternate types of transportation. Furthermore, the impact of over 3500 people attending this site makes the parking allotment extremely significant. How can a cumulative impact NOT occur in this area? Project Objectives #5 says the campus will be 'self-sufficient/self-sustaining so as not to create a drain on the resources of the PCCD'. What about being self-sufficient/self-sustaining so as not to create a drain on the community? Not building enough parking spots on the campus will create a drain and ill-rapport in the community. We, the community neighborhood, will have to pay for residential parking permits so we can park in front of our own homes due to students that will be parking in our neighborhood. It will happen. With the City of San Diego having six Community Parking Districts, five Residential Permit Parking Areas, and Chula Vista establishing a Residential Parking Area, all because of inadequate supplies of parking availability. And at least five of all these areas are due to college students infringing on neighborhoods. Why not use our tax payer dollars which support Prop M and build adequate parking on this site.

**I54-3**

A secondary access SHOULD be made for traffic congestion and not be an alternative suggestion. Being a reasonable citizen, I realize the Second Access Road Alternative has pros and cons. Placing a traffic light at Olmeda Way is beneficial because it will allow the residents to exit their neighborhood due to the extra traffic that will be impacting our neighborhood. The negative aspect of this traffic light at Olmeda Way is that it will add an unsightly large piece of equipment to our planned community. I don't know the exact parameters used for the traffic studies but it can attest to every single conversation with Westwood Residents that ever try to turn left onto RB Road from Olmeda that it is both dangerous and quite often near impossible for minutes on end. Although the traffic study conducted for this review indicates that it will not impact the roads significantly. Significantly is a choice word indicating worth of importance. Maybe not significant to the college or the city, but it is significant to our community especially the neighborhood. Consider this Third Alternative Plan for a Second Access Road Alternative. Purchase the building below Palomar site where Sharp Health Care is currently. Make second access road come through this parking lot onto Via Tazon. This would provide vehicles to be closer to Transit Parking Station and reduce traffic directly onto Rancho Bernardo Road. A bus stop could be placed on Via Tazon close to the second access road. Drivers would have the option to turn towards public transit or proceed to another I-15 Intersection at Bernardo Center Road. Alternatively, drivers could turn towards Rancho Bernardo Road with an already existing traffic light.

I54-4

The Project Level Environmental Impacts and Mitigation Measures Table both dismiss a small significant amount of traffic and safety creating problems with the public Circulation System Performance. The proposed looped roadway just has faculty and staff running in circles because Palomar deems a second access road as an alternative solution rather than being PART of the solution. How can adding 1500 people a day NOT disrupt a public system NOT designed for this additional amount of people? This table further dismisses how 1500 people would not disrupt the Congestion Management Plan and the inadequate Emergency Access. How will fire and rescue or ambulances get into Palomar soon enough when traffic is at its peak? As far as the Alternative Transportation Facilities, there is no public transit bus stop close enough for students and faculty. For Long-Term Intersection Operations, how can the Delay change decrease? Adding 1500, and increasing to 3500 people on this road during a firestorm will delay evacuations further than they were in 2007.

I54-5

Building a transit bus stop on campus or at least offer a shuttle service to the local transit station to increase the safety of the students and faculty. The Rb Community Council has outlined a few requests along this letter's same lines that need to be utilized in this proposed construction process.

I54-6

In closing, the Mitigation measures state that "although no mitigation measures are required, the PCCD will work with the City to determine other ways to improve access to the project site".) Thank you for recognizing that your business will impact our community. Please provide extra parking spots, the Third Alternative Access Road, and a transit bus stop to indicate your good neighbor approach in our community. We take great pride in being from RB and embrace our traditions. I would like to see you become a meaningful part of our community. By taking our responses into consideration and implementing our reasonable requests, it will ensure us of your honest desire to become that comprehensive education center campus which reflections on and has respect for its neighborhood environment and be a true part of our community. Please be

I54-7

aware that our Westwood Community has been part of very poor government planning for two major builds/remodels that are currently in the spotlight and are bringing rightfully due negative criticism about our city planning boards, oversight, companies/entities, and all the individuals that are supposed to be looking out for us.

**I54-7  
cont.**

Sincerely,  
Frances M. Thomas  
Rancho Bernard Westwood Resident

## Response to Letter I54

- I54-1** See response to comment I18-1 for a discussion of public scoping.
- I54-2** See response to comment I7-1 for a general discussion of project alternatives including the No Project Alternative. See response to comment L1-12 for a discussion of on and off-street parking including cumulative parking impacts.
- I54-3** See response to comment I7-1 for a general discussion of project alternatives including the No Project Alternative. See response to comment I8-2 for discussion on ADA compliance of the project and for a general discussion regarding pedestrian safety. See response to comment L1-12 for a discussion of on and off-street parking, including cumulative build-out parking capacity and supply. See response to comment L1-10 for a discussion of carpool and vanpool, and shuttle service to the project site. See response to comment L2-7 for discussion regarding transit access at the project site.
- I54-4** See response to comment I4-1 for a discussion of secondary project access. See response to comment L2-7 for a discussion of transit access at the project site. See comment L2-16 regarding feasibility of MTS providing nearby transit access for the project.
- I54-5** See response to comment I4-1 for a discussion of secondary project access. See response to comment L2-7 for a discussion of transit access at the project site. See comment L2-16 regarding feasibility of MTS providing nearby transit access for the project. See response to comment I8-4 for a discussion of disruptions to an adopted CMP and emergency response plans.
- I54-6** See response to comment L2-7 for a discussion of transit access at the project site. See response to comment L1-10 for discussion regarding a shuttle bus to the project site.
- I54-7** This comment provides summary closing comments to the comment letter. A discussion of project access and parking is provided above in comments I54-2 through I54-6. No further response is required.



**Letter I55 Eric Weller**

May 7th, 2016

Dennis Astl  
 Palomar Community College District, San Marcos Campus  
 1140 West Mission Road  
 San Marcos, Ca 92069-1487  
 dastl@palomar.edu

RE: PALOMAR COMMUNITY COLLEGE, DISTRICT SOUTH EDUCATION CENTER, Recirculated Draft, Environmental Impact Report

I appreciate the opportunity to respond to the Environmental Impact Report for the Palomar College South Campus that will be located in my community across from my neighborhood. I am appreciative to the individuals that have continued to bring this topic to us here locally in Westwood, as we are the residents these proposals directly affect. I do not know why the board or any entity would hold public meetings about projects located outside of the immediately affected areas. I was informed that there were no public meetings here in Westwood, nor Rancho Bernardo for that matter!

**I55-1**

The first response is to request the NO PROJECT ALTERNATIVE. I do not feel that the plans put forth by Palomar College and those described in the EIR will adequately enrich our wonderfully planned community. Adequate and reasonable parking for the anticipated needs onsite is poorly addressed in the recirculated draft. The very fact that 511 "off-site" parking spaces have been identified throughout our neighborhood streets, raises a red flag very high with our community and families.

**I55-2**

Students will have to walk to campus over half a mile from a bus stop because the EIR doesn't allow for making one closer to the campus. How can this be ADA approved? The environment Palomar will be surrounding is a planned community that takes great pride in its clean streets, safe pedestrian cross walks, and cycling enthusiasts. Please build more parking spots so that our community environment (neighborhood and businesses) will not be burdened with excess vehicles. It is also for the safety of the STUDENT PEDESTRIANS so they will not have to cross a busy intersection at the entrance to the college. The Summary of Cumulative Impacts does effect of future buildings on this site either. This will significantly affect the parking allocated for the campus. There are 792 current parking spots with at least 1500 people attending this site daily. It is unrealistic to think that half of these people will use alternate types of transportation. Furthermore, the impact of over 3500 people attending this site makes the parking allotment extremely significant. How can a cumulative impact NOT occur in this area? Project Objectives #5 says the campus will be 'self-sufficient/self-sustaining so as not to create a drain on the resources of the PCCD'. What about being self-sufficient/self-sustaining so as not to create a drain on the community? Not building enough parking spots on the campus will create a drain and ill-rapport in the community. We, the community neighborhood, will have to pay for residential parking permits so we can park in front of our own homes due to students that will be parking in our neighborhood. It will happen. With the City of San Diego having six Community Parking Districts, five Residential Permit Parking Areas, and Chula Vista establishing a Residential Parking Area, all because of inadequate supplies of parking availability. And at least five of all these areas are due to college students infringing on neighborhoods. Why not use our tax payer dollars which support Prop M and build adequate parking on this site.

**I55-3**



A secondary access SHOULD be made for traffic congestion and not be an alternative suggestion. Being a reasonable citizen, I realize the Second Access Road Alternative has pros and cons. Placing a traffic light at Olmeda Way is beneficial because it will allow the residents to exit their neighborhood due to the extra traffic that will be impacting our neighborhood. The negative aspect of this traffic light at Olmeda Way is that it will add an unsightly large piece of equipment to our planned community. I don't know the exact parameters used for the traffic studies but I can attest to every single conversation with Westwood Residents that ever try to turn left onto RB Road from Olmeda that it is both dangerous and quite often near impossible for minutes on end. Although the traffic study conducted for this review indicates that it will not impact the roads significantly. Significantly is a choice word indicating worth of importance. Maybe not significant to the college or the city, but it is significant to our community especially the neighborhood. Consider this Third Alternative Plan for a Second Access Road Alternative. Purchase the building below Palomar site where Sharp Health Care is currently. Make second access road come through this parking lot onto Via Tazon. This would provide vehicles to be closer to Transit Parking Station and reduce traffic directly onto Rancho Bernardo Road. A bus stop could be placed on Via Tazon close to the second access road. Drivers would have the option to turn towards public transit or proceed to another I-15 Intersection at Bernardo Center Road. Alternatively, drivers could turn towards Rancho Bernardo Road with an already existing traffic light.

I55-4

The Project Level Environmental Impacts and Mitigation Measures Table both dismiss a small significant amount of traffic and safety creating problems with the public Circulation System Performance. The proposed looped roadway just has faculty and staff running in circles because Palomar deems a second access road as an alternative solution rather than being PART of the solution. How can adding 1500 people a day NOT disrupt a public system NOT designed for this additional amount of people? This table further dismisses how 1500 people would not disrupt the Congestion Management Plan and the inadequate Emergency Access. How will fire and rescue or ambulances get into Palomar soon enough when traffic is at its peak? As far as the Alternative Transportation Facilities, there is no public transit bus stop close enough for students and faculty. For Long-Term Intersection Operations, how can the Delay change decrease? Adding 1500, and increasing to 3500 people on this road during a firestorm will delay evacuations further than they were in 2007.

I55-5

Building a transit bus stop on campus or at least offer a shuttle service to the local transit station to increase the safety of the students and faculty. The Rb Community Council has outlined a few requests along this letter's same lines that need to be utilized in this proposed construction process.

I55-6

In closing, the Mitigation measures state that "although no mitigation measures are required, the PCCD will work with the City to determine other ways to improve access to the project site".) Thank you for recognizing that your business will impact our community. Please provide extra parking spots, the Third Alternative Access Road, and a transit bus stop to indicate your good neighbor approach in our community. We take great pride in being from RB and embrace our traditions. I would like to see you become a meaningful part of our community. By taking our responses into consideration and implementing our reasonable requests, it will ensure us of your honest desire to become that comprehensive education center campus which reflections on and has respect for its neighborhood environment and be a true part of our community. Please be

I55-7

aware that our Westwood Community has been part of very poor government planning for two major builds/remodels that are currently in the spotlight and are bringing rightfully due negative criticism about our city planning boards, oversight, companies/entities, and all the individuals that are supposed to be looking out for us.

**I55-7  
cont.**

Respectfully,  
Eric Weller, Capilla Rd, San Diego, CA 92127  
Rancho Bernardo-Westwood Resident

## Response to Letter I55

- I55-1** See response to comment I18-1 for a discussion of public scoping.
- I55-2** See response to comment I7-1 for a general discussion of project alternatives including the No Project Alternative. See response to comment L1-12 for a discussion of on and off-street parking including cumulative parking impacts.
- I55-3** See response to comment I7-1 for a general discussion of project alternatives including the No Project Alternative. See response to comment I8-2 for discussion on ADA compliance of the project and for a general discussion regarding pedestrian safety. See response to comment L1-12 for a discussion of on and off-street parking, including cumulative build-out parking capacity and supply. See response to comment L1-10 for a discussion of carpool and vanpool, and shuttle service to the project site. See response to comment L2-7 for discussion regarding transit access at the project site.
- I55-4** See response to comment I4-1 for a discussion of secondary project access. See response to comment L2-7 for a discussion of transit access at the project site. See comment L2-16 regarding feasibility of MTS providing nearby transit access for the project.
- I55-5** See response to comment I4-1 for a discussion of secondary project access. See response to comment L2-7 for a discussion of transit access at the project site. See comment L2-16 regarding feasibility of MTS providing nearby transit access for the project. See response to comment I8-4 for a discussion of disruptions to an adopted CMP and emergency response plans.
- I55-6** See response to comment L2-7 for a discussion of transit access at the project site. See response to comment L1-10 for discussion regarding a shuttle bus to the project site.
- I55-7** This comment provides closing comments to the comment letter. A discussion of project access and parking is provided above in comments I55-2 through I55-6. No further response is required.



**ATTACHMENT 1**  
**Comments Received on the Draft EIR**







Edmund G. Brown Jr.  
Governor

STATE OF CALIFORNIA  
Governor's Office of Planning and Research  
State Clearinghouse and Planning Unit



Ken Alex  
Director

December 8, 2015

Dennis D. Astl  
Palomar Community College District  
2554 Sweetwater Springs Boulevard  
San Marcos, CA 92069-1487

Subject: South Education Center  
SCH#: 2015081039

Dear Dennis D. Astl:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on December 7, 2015, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan  
Director, State Clearinghouse

Enclosures  
cc: Resources Agency

**Document Details Report**  
**State Clearinghouse Data Base**

<b>SCH#</b>	2015081039
<b>Project Title</b>	South Education Center
<b>Lead Agency</b>	Palomar Community College District

<b>Type</b>	EIR      Draft EIR
<b>Description</b>	The proposed project would establish the PCCD South Education Center by converting the existing four-story, 110,000 sf building into a comprehensive community college education center; make improvements to the existing parking structure; erect a new 1,000 sf free-standing PCCD campus police facility; construct an approximately 1,238 foot-long looped road connecting the existing parking lot to the existing parking structure; construct drainage improvements; and install walkways, hardscape areas, and landscaping.

### Lead Agency Contact

<b>Name</b>	Dennis D. Astl			
<b>Agency</b>	Palomar Community College District			
<b>Phone</b>	760 744 1150 x2772		<b>Fax</b>	
<b>email</b>				
<b>Address</b>	2554 Sweetwater Springs Boulevard			
<b>City</b>	San Marcos	<b>State</b>	CA	<b>Zip</b> 92069-1487

## Project Location

<b>County</b>	San Diego			
<b>City</b>	San Diego			
<b>Region</b>				
<b>Lat / Long</b>	33° 1' 22.6" N / 117° 5' 19" W			
<b>Cross Streets</b>	I-15			
<b>Parcel No.</b>	various			
<b>Township</b>		<b>Range</b>	<b>Section</b>	<b>Base</b>

**Proximity to:**

<i>Highways</i>	I-15
<i>Airports</i>	
<i>Railways</i>	
<i>Waterways</i>	Lake Hodges
<i>Schools</i>	Various
<i>Land Use</i>	Various

**Project Issues** Air Quality; Biological Resources; Drainage/Absorption; Noise; Schools/Universities; Traffic/Circulation; Water Quality; Growth Inducing; Landuse; Cumulative Effects

<b>Reviewing Agencies</b>	Resources Agency; Department of Fish and Wildlife, Region 5; Department of Parks and Recreation; Department of Water Resources; Office of Emergency Services, California; California Highway Patrol; Caltrans, District 11; Air Resources Board; Regional Water Quality Control Board, Region 9; Department of Toxic Substances Control; Native American Heritage Commission
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*Date Received* 10/23/2015      *Start of Review* 10/23/2015      *End of Review* 12/07/2015

Note: Blanks in data fields result from insufficient information provided by lead agency.





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](http://www.wildlife.ca.gov)

EDMUND G. BROWN JR., Governor  
CHARLTON H. BONHAM, Director



December 4, 2015

Mr. Dennis D. Astl  
Palomar Community College District  
2554 Sweetwater Springs Boulevard  
San Marcos, CA 92069-1487  
(760) 744-1150 x2772  
[dastl@palomar.edu](mailto:dastl@palomar.edu)

**Subject: Comments on the Draft Environmental Impact Report for the Palomar Community College District South Education Center SCH#2015081039**

Dear Mr. Astl:

The California Department of Fish and Wildlife (Department) has reviewed the above-referenced Palomar Community College District (District) South Education Center Draft Environmental Impact Report (DEIR). The following statements and comments have been prepared pursuant to the Department's authority as Trustee Agency with jurisdiction over natural resources affected by the project (California Environmental Quality Act, [CEQA] Guidelines § 15386) and pursuant to our authority as a Responsible Agency under CEQA Guidelines section 15381 over those aspects of the proposed project that come under the purview of the California Endangered Species Act (Fish and Game Code § 2050 *et seq.*) and Fish and Game Code section 1600 *et seq.* The Department also administers the Natural Community Conservation Planning (NCCP) program.

The proposed project would establish the District South Education Center on the 27-acre property located at 11111 Rancho Bernardo Road. The proposed project would convert the existing four-story, 110,000-square foot building into a comprehensive community college education center, erect a new 1,000-square foot police facility and construct a new 1,200-foot long loop road. In addition, the project would implement drainage improvements and install walkways and landscaping. Additional sources of security lighting would be installed in the parking lots, on buildings, along the new roadway, and in new landscape areas. Conversion of the existing building would include construction of three four-story stairwells and interior tenant improvements.

The Department offers the following comments and recommendations to assist the District in avoiding or minimizing potential project impacts on biological resources.

Section 3.2.2 of the DEIR states that a previous mitigated negative declaration (MND) was prepared by the city of San Diego for the project site. The Department recommends the final EIR include a detailed accounting for any prior mitigation



completed to compensate for impacts resulting from prior construction on the project site and an explanation of how any prior mitigation qualifies for the current project given any temporal loss of habitat availability to wildlife. On site habitat delineated as non-native grassland should be recognized as potential foraging habitat for raptor species. Although the loss of 5.47 acres of this habitat is indicated in the DEIR, there is no proposal for mitigation. The DEIR states that the habitat is of very low quality and biological function. However, habitats of limited value for nesting may be important for foraging by predatory species. Cumulatively, raptor foraging habitat loss may be significant, and impacts to this resource warrant mitigation. The Department, therefore, recommends that any project-related impacts to non-native grassland that have not been previously mitigated be mitigated at a loss ratio of at least 0.5:1.

We appreciate the opportunity to comment on the referenced DEIR. Questions regarding this letter and further coordination on these issues should be directed to Eric Hollenbeck at 858-467-2720 or [Eric.Hollenbeck@wildlife.ca.gov](mailto:Eric.Hollenbeck@wildlife.ca.gov).

Sincerely,



Gail K. Sevens  
Environmental Program Manager

cc: Patrick Gower (U.S. Fish and Wildlife Service)  
Scott Morgan (State Clearinghouse)

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 11, DIVISION OF PLANNING

4050 TAYLOR ST, M.S. 240

SAN DIEGO, CA 92110

PHONE (619) 688-6960

FAX (619) 688-4299

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South Education Center

TIS SCH#2015081039

Mr. Dennis Astl  
Palomar Community College District  
2554 Sweetwater Springs Boulevard  
San Marcos, CA 92069-1487

Dear Mr. Astl:

The California Department of Transportation (Caltrans) has received the Traffic Impact Study (TIS) as part of the Draft Environmental Impact Report (DEIR) for the South Education Center Project (SCH# 2015081039), dated July 31, 2015, located on Rancho Bernardo Road near Interstate 15 (I-15). Caltrans has the following comments:

The proposed project is located in the City of San Diego, and approximately 0.8 miles west of Interstate 15 (I-15) on the southeast corner of the Rancho Bernardo Road/Matinal Road intersection. Based on the report, 3470 full-time equivalent students (FTES) could be accommodated by the education center, and the proposed project will generate approximately 1910 ADT with 159 inbound, 32 outbound trips in the AM Peak Hours, and 160 inbound, 50 outbound in the PM Peak Hours.

A daily trip generation of 0.55 trips per student as stated in Section 8.1 Trip Generation appears too low. SANDAG Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region shows 1.2/student which should increase the traffic volumes for this proposed College Education Center.

It was also stated in the trip generation section that the education center would function differently and the characteristics are unique. Please explain.

If you have any questions, please contact Roy Abboud at (619) 688-6968.

Sincerely,

A handwritten signature in blue ink, appearing to read "J. Armstrong", written over a horizontal line.

JACOB M. ARMSTRONG, Branch Chief  
Development Review Branch



## THE CITY OF SAN DIEGO

December 7, 2015

Palomar Community College District  
Attn: Dennis Astl  
1140 West Mission Road  
San Marcos, CA 92069

Submitted via email to: [dastl@palomar.edu](mailto:dastl@palomar.edu)

**Subject: CITY OF SAN DIEGO COMMENTS ON THE DRAFT IS/MND FOR PALOMAR COMMUNITY COLLEGE DISTRICT SOUTH EDUCATION CENTER (SCH# 2015081039)**

The City of San Diego ("City") CEQA has received the Draft Environmental Impact Report (EIR) prepared by the Palomar Community College District and distributed it to multiple City departments for review. The City, as a Responsible Agency under CEQA, has reviewed the Draft EIR and appreciates this opportunity to provide comments to the District. In response to this request for public comments, the City has identified potential environmental issues that may result in a significant impact to the environment. Continued coordination between the City, the District, and other local, regional, state, and federal agencies will be essential. Following are comments on the Draft EIR for your consideration.

The City's Transportation and Storm Water and Development Services Departments have provided comments to the District on the Draft EIR for this project, as further detailed below.

**Transportation & Storm Water Department – Mark Stephens, Associate Planner -**  
[mgstephens@sandiego.gov](mailto:mgstephens@sandiego.gov), 858-541-4361

Page 4.5-6, NPDES Municipal Permit: Description of the current municipal separate storm sewer system (MS4) permit for the San Diego Region is outdated and needs to be corrected here, on page 4.5-9, and anywhere else where this reference occurs. The San Diego Regional Water Quality Control Board adopted Order No. R9-2013-0001 on May 8, 2013, with an effective date of June 27, 2013, and this permit has subsequently been amended twice. This is also now NPDES No. CAS0109266. To comply with the current permit, a City of San Diego Jurisdictional Runoff Management Plan (JRMP) has been adopted to replace the former Jurisdictional Urban Runoff Management Plan (JURMP), and a San Dieguito River Watershed Management Area Water Quality Improvement Plan (WQIP) has been prepared by affected co-permittees to replace the San Dieguito Watershed Urban Runoff Management Program (WURMP). While this Draft EIR contends that the Palomar Community College District is not subject to the City's jurisdiction, unauthorized discharges to the City MS4 are nonetheless prohibited.

**Development Services Department – Jim Lundquist, Associate Engineer, Traffic –**  
**[jlundquist@sandiego.gov](mailto:jlundquist@sandiego.gov), 619-446-5396**

Page S-17, Table ES-3, Second Access Road Alternative, under Transportation and Traffic – we question whether this alternative “would likely result in a similar level of impact when compared with the proposed project”. This conclusion must be documented within the EIR, including how the addition of a new traffic signal would impact the flow of traffic along Rancho Bernardo Road. This comment also applies to Section 6.5.

Page 3-11, Section 3.4.2 discusses parking and the potential of providing free parking. The EIR should address expected impacts to the surrounding neighborhoods and what impact and mitigation will be used to address the potential for students parking on the surrounding streets.

Page 4.8-13, Section 4.8.2.4 potentially suggests that the school district is exempt from applicable objectives and policies of the City’s Significance Determination Thresholds related to transportation and traffic. This is incorrect. The California Court of Appeal, in their ruling in the City of San Diego vs. California State University (Case No. D057446) dated December 13, 2011: “Under CEQA, a public agency is required to mitigate or avoid the significant environmental effects of a project that it carries out or approves if it is feasible to do so.”

Page 4.8-13, Section 4.8.2.4 should also discuss and reference the Rancho Bernardo Community Plan under the City of San Diego General Plan section.

Page 4.8-14, Section 4.8.3.1 states that the City of San Diego’s Significance Determination Thresholds were used for a road in the County of San Diego. The County has their own standards which typically should be used for roads in the County.

Page 4.8-15, a trip generation rate of 0.55 daily trips per Full Time Equivalent (FTE) student was used for the project, which is substantially below the City’s trip generation rate for community colleges of 1.6 daily trips per student. This rate is too low recognizing that there is no transit serving the site within ¼ mile and there are limited neighboring residential homes for a walking opportunity and could be therefore under estimating trip generation and potential impacts to the community. A discussion of more than one site and how those sites compare to the proposed project is needed to adequately address a new trip generation rate.

Page 4.8-28, Mitigation Measures, the school district should commit to funding neighborhood traffic calming features if it is found that “cut-through” traffic becomes a problem for the neighborhood surrounding the project site.

Page 4.8-30, the document should explain why the Sharp-Rees Steely project wasn’t explicitly included as a cumulative project.



Page 4.8-32, the first sentence should be changed from "...operation of the proposed project would not increases current levels of LOS." to "...operation of the proposed project would not significantly impact facility level of service."

Page 4.8-32, Section 4.8.6 References, the City of San Diego Bicycle Master Plan Update date is July 2013 rather than June 2011.

The Traffic Impact Analysis (Appendix G to the DEIR dated July 31, 2015), page 46, Section 12.0 has a recommendation for a signal modification at the Rancho Bernardo Road/Matinal Road intersection to sign and restripe the Matinal Road and project driveway approaches to remove the minor street through movements, while allowing only left or right turns. This recommendation is not supported by City staff. Instead, the school district should commit to funding neighborhood traffic calming features if it is found that "cut-through" traffic becomes a problem for the neighborhood surrounding the project site.

Thank you for the opportunity to provide comments on the Draft EIR. Please contact me directly if there are any questions regarding the contents of this letter or if the District would like to meet with City staff to discuss our comments. Please feel free to contact me directly via email at [mherrmann@sandiego.gov](mailto:mherrmann@sandiego.gov) or by phone at 619-446-5372.

Sincerely,

A handwritten signature in blue ink, appearing to read "Myra Herrmann".

Myra Herrmann, Senior Environmental Planner  
Planning Department

cc: Reviewing Departments (via email)  
Review and Comment online file



# San Diego County Archaeological Society, Inc.

Environmental Review Committee

23 November 2015

To: Mr. Dennis Astl  
Palomar Community College District  
San Marcos Campus  
1140 West Mission Road  
San Marcos, California 92069-1487

Subject: Draft Environmental Impact Report  
Palomar Community College South Education Center


Dear Mr. Astl:

I have reviewed the cultural resources aspects of the subject DEIR on behalf of this committee of the San Diego County Archaeological Society.

Based on the information contained in the DEIR, we agree that the project is unlikely to result in significant impacts to cultural resources. And we therefore agree that no cultural resources mitigation measures are required.

Thank you for the opportunity to provide our comments on this project.

Sincerely,

  
James W. Royle, Jr., Chairperson  
Environmental Review Committee

cc: SDCAS President  
File

---

**Subject:** FW: Grave concern re single entry point to Palomar College South campus in Rancho Bernardo

---

**From:** Judith Allison [<mailto:jaallison@san.rr.com>]

**Sent:** Monday, December 07, 2015 5:55 PM

**To:** Astl, Dennis D. <[dastl@palomar.edu](mailto:dastl@palomar.edu)>

**Cc:** [markevsilzer@aol.com](mailto:markevsilzer@aol.com); [rhensch@palomar.edu](mailto:rhensch@palomar.edu); [assemblymember.maienschein@assembly.ca.gov](mailto:assemblymember.maienschein@assembly.ca.gov); [markkersey@sandiego.gov](mailto:markkersey@sandiego.gov); [kevinfaulconer@sandiego.gov](mailto:kevinfaulconer@sandiego.gov); [BFennessy@sandiego.gov](mailto:BFennessy@sandiego.gov)

**Subject:** Grave concern re single entry point to Palomar College South campus in Rancho Bernardo

Greetings: I write as the resident most closely impacted. My home is on the northeast corner of Rancho Bernardo Road and Matinal Road: the traffic light where students will enter the only access proposed for 1500 students, faculty, staff and support security and where traffic will be heavy from early morning til evening every day. This is a dangerous situation. Traffic, zoned for 50 miles an hour, moves at 60 miles an hour. There have been repeated collisions at this corner. The environmental and human hazards of speed, density of traffic, noise and air pollution put every traveler and resident at risk. While I know that my property values will create a drastic financial loss for me, I must report as a 30 year resident at this corner; (this being my second communique to Dennis Astl with no response).

IT IS ESSENTIAL TO CONSTRUCT A SECOND ACCESS TO THIS PROPOSED CAMPUS FROM WEST BERNARDO DRIVE, where students can walk up from the bus stop, where heavy traffic can be dispersed as traffic continues to increase exponentially as business, health care, and residences continue along Rancho Bernardo Road going in both directions.

In hope of healthier solutions,

Judith Allison, Ph.D.

Matinal Road, San Diego, Ca. 92127

[jaallison@san.rr.com](mailto:jaallison@san.rr.com)

---

**Subject:**

FW: Re:Palomar College EIR Response

Andrea Norman and Fernando Arraut  
Matinal Rd, San Diego, CA 92127

December 4, 2015  
Dennis Astl  
Palomar Community College District, San Marcos Campus  
1140 West Mission Road  
San Marcos, Ca 92069-1487  
dastl@palomar.edu

RE: PALOMAR COLLEGE EIR Response

I appreciate the opportunity to respond to the Environmental Impact Report for the Palomar College South Campus that will be located in my community across from my neighborhood.

The first response is to request the NO PROJECT ALTERNATIVE. I do not feel that the plans put forth by Palomar College and those described in the EIR will adequately enrich our wonderfully planned community. Parking is ill-defined in the Report. An inadequate review of the parking requirements and potential impacts on the surrounding neighborhoods has not been done. This will have a cumulative impact on our community contrary to the way this term is used in the Report.

The Report doesn't state specifics in the Master Plan for the amount of parking needed at the new campus. If not enough parking spots are built, students and faculty will park in businesses and the nearby neighborhood of Westwood. (S-2. #7) (6.5) The lack of parking clearly does not meet Project Objective #8 that states the campus will reflect its 'surrounding environment'. (S-2. #8) Students will have to walk to campus over half a mile from a bus stop because the EIR doesn't allow for making one closer to the campus. How can this be ADA approved? Project Objective #7 states it is to 'develop a comprehensive education center campus experience that reflects its surrounding environment'. (S-2) The environment Palomar will be surrounding is a planned community that takes great pride in its clean streets, safe pedestrian cross walks, and cycling enthusiasts. Please build more parking spots so that our community environment (neighborhood and businesses) will not be burdened with excess vehicles. It is also for the safety of the STUDENT PEDESTRIANS so they will not have to cross a busy intersection at the entrance to the college. The Summary of Cumulative Impacts does effect of future buildings on this site either. This will significantly affect the parking allocated for the campus. This EIR doesn't seem to take into account the Master Plan, PCCD 2022. There are 792 current parking spots with at least 1500 people attending this site daily. It is unrealistic to think that half of these people will use alternate types of transportation. Furthermore, the impact of over 3500 people attending this site makes the parking allotment extremely significant. (4.1. pg. 3) How can a cumulative impact NOT occur in this area? Project Objectives #5 says the campus will be 'self-sufficient/self-sustaining so as not to create a drain on the resources of the PCCD'. What about being self-sufficient/self-sustaining so as not to create a drain on the community? Not building enough parking spots on the campus will create a drain and ill-rapport in the community. We, the community neighborhood, will have to pay for residential parking permits so we can park in front of our own homes due to students that will be parking in our neighborhood. It will happen. With the City of San Diego having six Community Parking Districts, five Residential Permit Parking Areas, and Chula Vista establishing a Residential Parking Area, all because of inadequate supplies of parking availability. And at least five of all these areas are due to college students infringing on neighborhoods. Project Objective #6 'repurposes an existing facility in order to maximize district resources'. Why not use our tax payer dollars which support Prop M and build adequate parking on this site. Project Objective #10, the 'support amenities', should include sufficient parking spots. (3.4.1 pg. 3-11) A total capacity of 3,470 FTES and 75 staff is not addressed in the EIR analysis regarding parking requirements to meet this number of students and faculty. (3.4.2 pg. 3-11) It simply assumes that "adequate parking will be provided on-site to accommodate all students. The EIR presents no measures to mitigate any potential shortage of parking. This is a significant omission in the EIR analysis.

A secondary access SHOULD be made for traffic congestion and not be an alternative suggestion. Being a reasonable citizen, I realize the Second Access Road Alternative has pros and cons. Placing a traffic light at Olmeda Way is beneficial because it will allow the residents to exit their neighborhood due to the extra traffic that will be impacting our



neighborhood. The negative aspect of this traffic light at Olmeda Way is that it will add an unsightly large piece of equipment to our planned community. Although the traffic study conducted for this review indicates that it will not impact the roads significantly. (S-3) Significantly is a choice word indicating worth of importance. Maybe not significant to the college or the city, but it is significant to our community especially the neighborhood. Consider this Third Alternative Plan for a Second Access Road Alternative. Purchase the building below Palomar site where Sharp Health Care is currently. Make second access road come through this parking lot onto Via Tazon. This would provide vehicles to be closer to Transit Parking Station and reduce traffic directly onto Rancho Bernardo Road. A bus stop could be placed on Via Tazon close to the second access road. Drivers would have the option to turn towards public transit or proceed to another I-5 Intersection at Bernardo Center Road. Alternatively, drivers could turn towards Rancho Bernardo Road with an already existing traffic light.

The Project Level Environmental Impacts and Mitigation Measures Table both dismiss a small significant amount of traffic and safety creating problems with the public Circulation System Performance. The proposed looped roadway just has faculty and staff running in circles because Palomar deems a second access road as an alternative solution rather than being PART of the solution. How can adding 1500 people a day NOT disrupt a public system NOT designed for this additional amount of people? This table further dismisses how 1500 people would not disrupt the Congestion Management Plan and the inadequate Emergency Access. How will fire and rescue or ambulances get into Palomar soon enough when traffic is at its peak? As far as the Alternative Transportation Facilities, there is no public transit bus stop close enough for students and faculty. (S-14) For Long-Term Intersection Operations, how can the Delay change decrease when the Delay itself increased 12.9 points? The Long-Term Roadway Segment Operations change did indicate an increase. Do these tables take into account the PCCD 2022 figures for when the new campus is at maximum capacity OR just the first year? Adding 1500, and increasing to 3500 people on this road during a firestorm will delay evacuations further than they were in 2007. (4.8 pg. 13, 27) Under Standards of Significance, this EIR contradicts itself by referencing a proposed City adopted congestion management plan then the EIR says the city doesn't have a plan. I-15 is a roadway that serves the Congested Management Plan. One of the two government agencies is not in compliance. (4.8 pg. 28)

Chapter 4.8 section 3.4, states the actual Alternative Transportation Facilities would not be affected but I contend the increase in traffic from Palomar faculty and students WILL make for hazardous conditions for pedestrians and bicyclists that walk and ride in our beautiful community. I disagree that the proposed project would not interfere with pedestrian safety when over 3500 vehicles will descend on our community. Again, the numbers of vehicles taken into consideration from the Master Plan has not been reviewed in this survey. (4.8. pg. 31) A secondary access road will reduce traffic through our neighborhood allowing for alternative access to the campus thereby preserving our peaceful area for safe walking and cycling. Project Objective #11 states Palomar will 'ensure that the faculty maximizes the safety of the students, faculty, and staff'. Ensure this by building more parking spots and a second access for their safety due to the safety concerns also listed in Project Objective #8. Building a transit bus stop on campus or at least offer a shuttle service to the local transit station to increase the safety of the students and faculty.

In closing, the Mitigation measures state that "although no mitigation measures are required, the PCCD will work with the City to determine other ways to improve access to the project site". (4.8 pg. 28) Thank you for recognizing that your business will impact our community. Please provide extra parking spots, the Third Alternative Access Road, and a transit bus stop to indicate your good neighbor approach in our community. We take great pride in being from RB and embrace our traditions. I would like to see you become a meaningful part of our community. By taking our responses into consideration and implementing our reasonable requests, it will ensure us of your honest desire to become that comprehensive education center campus which reflections on and has respect for its neighborhood environment and be a true part of our community.

Respectfully,

Andrea Norman and Fernando Arraut  
Rancho Bernardo-Westwood Resident

---

**Subject:**

FW: Palomar EIR

-----Original Message-----

From: Gregory Birch [mailto:gregbirch@san.rr.com]

Sent: Friday, December 04, 2015 11:09 AM

To: Astl, Dennis D. <dastl@palomar.edu>

Subject: Palomar EIR

After lots of thought and conversation with residents and neighbors here in Westwood and after reading the EIR at length I have come to the conclusion that PCCD is going ahead with a plan that is flawed and not realistic. It fails to take into account that this site is very different from any other that they now have and will seemingly change the Westwood neighborhood without regard. It appears that the College will plow ahead but hopefully be able to fix the numerous flaws that will occur after the fact. As a 28 year resident of Westwood and a retired educator with 31 years of teaching experience in the Poway District I have more than a few reservations about how PCCD will take care of being a responsible neighbor. Promises were made by the last College President that do not appear in the current policy, I question if the current administrations promises currently being made hold true when a new President is named in future years.

The idea that a single entrance will be enough is very short sighted. The idea that students will not be parking on already narrow and quite busy neighborhood streets is also not realistic. Just look at the problems around Southwestern College. The intersection of Matinal and RB road will become a serious area of concern. I also question how first responder will be able to get in during an emergency. How are you going to be able to make the changes necessary when the City of San Diego has already set restrictions on road access.

In closing I can only hope that PCCD will be a truly good responsible neighbor and take charge of the problems that come up.

Please remember that this site is very different from any other that is currently in the PCCD and will require serious work to make this a positive experience for your Westwood neighbors.

Thanks for listening.  
Greg and Georgie Birch

---

**Subject:** FW: Palomar College Parking Impact - Westwood Area of Rancho Bernardo  
**Attachments:** PALOMAR COLLEGE EIR 2015.docx

**From:** Joan Bohnstedt [<mailto:jbohnstedt62@gmail.com>]  
**Sent:** Sunday, November 29, 2015 9:49 PM  
**To:** Astl, Dennis D. <[dastl@palomar.edu](mailto:dastl@palomar.edu)>  
**Subject:** Palomar College Parking Impact - Westwood Area of Rancho Bernardo

Dear Mr. Astl,

Attached please find a letter with my concerns regarding the new Palomar Campus across from my neighborhood in the Westwood section of Rancho Bernardo. While I am in favor of a community college in this area, I am very concerned about the lack of parking in the planning.

Joan Bohnstedt

For I know the plans I have for you," declares the Lord, "plans to prosper you and not to harm you, plans to give you hope and a future. Jer 29:11

Joan Bohnstedt  
Oculito Ct, San Diego, CA 92127

---

November 29, 2015

Dennis Astl  
Palomar Community College District, San Marcos Campus  
1140 West Mission Road  
San Marcos, Ca 92069-1487  
dastl@palomar.edu

RE: PALOMAR COLLEGE EIR Response

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A secondary access SHOULD be made for traffic congestion and not be an alternative suggestion. Being a reasonable citizen, I realize the Second Access Road Alternative has pros and cons. Placing a traffic light at Olmeda Way is beneficial because it will allow the residents to exit their neighborhood due to the extra traffic that will be impacting our neighborhood. The negative aspect of this traffic light at Olmeda Way is that it will add an unsightly large piece of equipment to our planned community.



Although the traffic study conducted for this review indicates that it will not impact the roads significantly. (S-3) Significantly is a choice word indicating worth of importance. Maybe not significant to the college or the city, but it is significant to our community especially the neighborhood. Consider this Third Alternative Plan for a Second Access Road Alternative. Purchase the building below Palomar site where Sharp Health Care is currently. Make second access road come through this parking lot onto Via Tazon. This would provide vehicles to be closer to Transit Parking Station and reduce traffic directly onto Rancho Bernardo Road. A bus stop could be placed on Via Tazon close to the second access road. Drivers would have the option to turn towards public transit or proceed to another I-5 Intersection at Bernardo Center Road. Alternatively, drivers could turn towards Rancho Bernardo Road with an already existing traffic light.

The Project Level Environmental Impacts and Mitigation Measures Table both dismiss a small significant amount of traffic and safety creating problems with the public Circulation System Performance. The proposed looped roadway just has faculty and staff running in circles because Palomar deems a second access road as an alternative solution rather than being PART of the solution. How can adding 1500 people a day NOT disrupt a public system NOT designed for this additional amount of people? This table further dismisses how 1500 people would not disrupt the Congestion Management Plan and the inadequate Emergency Access. How will fire and rescue or ambulances get into Palomar soon enough when traffic is at its peak? As far as the Alternative Transportation Facilities, there is no public transit bus stop close enough for students and faculty. (S-14) For Long-Term Intersection Operations, how can the Delay change decrease when the Delay itself increased 12.9 points? The Long-Term Roadway Segment Operations change did indicate an increase. Do these tables take into account the PCCD 2022 figures for when the new campus is at maximum capacity OR just the first year? Adding 1500, and increasing to 3500 people on this road during a firestorm will delay evacuations further than they were in 2007. (4.8 pg. 13, 27) Under Standards of Significance, this EIR contradicts itself by referencing a proposed City adopted congestion management plan then the EIR says the city doesn't have a plan. I-15 is a roadway that serves the Congested Management Plan. One of the two government agencies is not in compliance. (4.8 pg. 28)

Chapter 4.8 section 3.4, states the actual Alternative Transportation Facilities would not be affected but I contend the increase in traffic from Palomar faculty and students WILL make for hazardous conditions for pedestrians and bicyclists that walk and ride in our beautiful community. I disagree that the proposed project would not interfere with pedestrian safety when over 3500 vehicles will descend on our community. Again, the numbers of vehicles taken into consideration from the Master Plan has not been reviewed in this survey. (4.8. pg. 31) A secondary access road will reduce traffic through our neighborhood allowing for alternative access to the campus thereby preserving our peaceful area for safe walking and cycling. Project Objective #11 states Palomar will 'ensure that the faculty maximizes the safety of the students, faculty, and staff'. Ensure this by building more parking spots and a second access for their safety due to the safety concerns also listed in Project Objective #8. Building a transit bus stop on campus or at least offer a shuttle service to the local transit station to increase the safety of the students and faculty.

In closing, the Mitigation measures state that "although no mitigation measures are required, the PCCD will work with the City to determine other ways to improve access to the project site". (4.8 pg. 28) Thank you for recognizing that your business will impact our community. Please provide extra parking spots, the Third Alternative Access Road, and a transit bus stop to indicate your good neighbor approach in our community. We take great pride in being from RB and embrace our traditions. I would like to see you become a meaningful part of our community. By taking our responses into consideration and implementing our reasonable requests, it will ensure us of your honest desire to become that comprehensive education center campus which reflections on and has respect for its neighborhood environment and be a true part of our community.

Respectfully,

Joan Bohnstedt  
Rancho Bernardo-Westwood Resident

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**Subject:** FW: Palomar College, RB

**From:** Gonzales, Adrian D.

**Sent:** Thursday, November 19, 2015 7:33 AM

**To:** Nancy Canfield <[nancycanfield.realtor@gmail.com](mailto:nancycanfield.realtor@gmail.com)>

**Cc:** Astl, Dennis D. <[dastl@palomar.edu](mailto:dastl@palomar.edu)>

**Subject:** Re: Palomar College, RB

Hello Nancy

Thank you for your message and your support of Palomar. Our primary goal is to provide increased educational access to the residents of the southern portion of our district.

We have listened and are taking seriously the concerns raised by the residents in the immediate area, as well as those in the adjacent areas. We have already looked at adding more parking spaces in the back of the property and have initiated talks with Sharp about an emergency entrance/exit in the back. We will explore whether they would be willing to leave that open at all times.

I will forward your message to our facilities personnel so that it gets included in our EIR. Thank you for your feedback on this important issue.

Best regards,  
-Adrian

Adrian Gonzales  
Interim Superintendent/President  
Palomar College

Sent from my iPhone

On Nov 19, 2015, at 6:53 AM, "Nancy Canfield" <[nancycanfield.realtor@gmail.com](mailto:nancycanfield.realtor@gmail.com)> wrote:

First let me say, Rancho Bernardo welcomes Palomar to this area. I have glanced up to the building so many times these last 2 years, wondering when it would open. And we appreciate the representatives of Palomar College coming to local forums to hear the genuine concerns of the residents, including myself. I will be responding to the EIR, but I wanted to speak to you person to person, to express the concerns in the hearts of many in Westwood.

There is one entrance from RB Rd. at Matinal Rd. south, with 1 lane in and 1 lane out of Palomar's campus, uphill. And what about a bomb scare or an actual emergency, like fire? How will the emergency vehicles fight their way in from RB Road, with everyone fleeing?

The projected number varies, but approximately 1,000 students are expected daily. There will be a paid parking garage, but we all know that students would rather walk a mile from the nearest neighborhood than pay for parking. Reference SD State, (not Escondido which does not resemble the configuration of RB in terms of traffic and parking opportunities near the school).

As it is, children catch the bus at the top of Matinal and Olmeda Roads to attend RB Middle Schools. They are already targets for the existing speeding traffic.

My *greatest* concern though, is the threat to all of the little children, some alone, some walking with Mommies pushing a stroller, who walk to and from Westwood Elementary School at the bottom of Matinal Road, every day, including the little crossing guards. In recent years, neighbors fought for a stop sign at the top of the hill, because people are already speeding downhill from RB Rd.

For 9 years, Westwood has begged for the up to 100 additional cars parking on Poblado, Botero, and the neighboring streets, due to the conversion of Waterbridge from apartments to condos. The way it was configured only 2-bedroom condos with 2 bathrooms, got 2 parking assignments. If the owner got 1 parking space, they had to go elsewhere. Westwood Club fought successfully for their parking space, but Westwood residents fought with no success until recently.

There are three other major traffic influxes coming to the very same crossroads of RB Road and West Bernardo Dr. On the south east quadrant, there is the new Sharp Reese Stealy just built, 3 buildings, one a parking structure, thankfully. But where are those cars going to be travelling to and from to utilize that facility? The same roads - W. Bernardo and RB Rd.

On the north east quadrant, where the Elephant Bar went out, a huge new Phil's Barbecue is being constructed. Part of why Elephant Bar went out is because it was so prohibitive getting in and out of the parking lot, patrons colliding with the traffic exiting I-15. Worse, the exit from this new restaurant is onto West Bernardo Drive, with no left turn (which many people do anyway, causing accidents) or they go to the very same corner of Westwood, Poblado, Botero, to perform a U Turn.

The final new impact comes from the Target shopping center built at Santa Luz - if you go to the top of RB Rd., turn right, and there it is. More and more traffic, especially with Christmas coming.

I am not a Luddite, I do not resist change, we know these new enterprises will all bring some benefit to this area, and the area surrounding. All we are asking is safety and sustained quality of life! It can easily be remedied by opening a back entrance and exit, and not just for emergencies, for daily ingress and egress. Right now, Sharp Reese Stealy is on the back side of the facility, but they will be moving to the new building. What a perfect time to implement this road.

Please make every effort to assist the people of Westwood with this very real threat!

Thanks so much for your time and efforts. I will be readily available if I can help in any way to eliminate the problems.

Warm regards,  
Nancy

--

***Nancy Canfield***

*It only takes a little light to alleviate the darkness.*

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**Subject:** FW: Palomar College in Rancho Bernardo

**Importance:** High

**From:** Susan Crane [<mailto:susancrane@att.net>]

**Sent:** Friday, November 20, 2015 12:01 PM

**To:** Astl, Dennis D. <[dastl@palomar.edu](mailto:dastl@palomar.edu)>

**Subject:** Palomar College in Rancho Bernardo

Please reconsider your facility expansion in Rancho Bernardo. Traffic in the Westwood section of Rancho Bernardo on Rancho Bernardo Road and Matinal Road would be ten times worst with the Palomar College expansion plans to say nothing of the I-15 off and on ramp congestion. Of concern also is the lack of adequate public transportation in the area.

Find another location please.

Susan Crane



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**Subject:** FW: The Development of a Palomar Campus in Rancho Bernardo  
**Attachments:** PALOMAR COLLEGE EIR Response (2) 2015.docx

**From:** Thomas Crimmel [<mailto:drcrimmel@gmail.com>]

**Sent:** Saturday, November 28, 2015 11:40 AM

**Subject:** The Development of a Palomar Campus in Rancho Bernardo

Dear Representatives,

I am attaching a letter to this email for your consideration.

Sincerely,

Thomas Crimmel

Tom Crimmel  
Botero Drive, San Diego, CA 92127

---

November 28, 2015

Dennis Astl  
Palomar Community College District, San Marcos Campus  
1140 West Mission Road  
San Marcos, Ca 92069-1487  
dastl@palomar.edu

RE: PALOMAR COLLEGE EIR Response

I appreciate the opportunity to respond to the Environmental Impact Report for the Palomar College South Campus that will be located in my community across from my neighborhood.

The first response is to request the NO PROJECT ALTERNATIVE. I do not feel that the plans put forth by Palomar College and those described in the EIR will adequately enrich our wonderfully planned community. Parking is ill-defined in the Report. An inadequate review of the parking requirements and potential impacts on the surrounding neighborhoods has not been done. This will have a cumulative impact on our community contrary to the way this term is used in the Report.

The Report doesn't state specifics in the Master Plan for the amount of parking needed at the new campus. If not enough parking spots are built, students and faculty will park in businesses and the nearby neighborhood of Westwood. (S-2. #7) (6.5) The lack of parking clearly does not meet Project Objective #8 that states the campus will reflect its 'surrounding environment'. (S-2. #8) Students will have to walk to campus over half a mile from a bus stop because the EIR doesn't allow for making one closer to the campus. How can this be ADA approved? Project Objective #7 states it is to 'develop a comprehensive education center campus experience that reflects its surrounding environment'. (S-2) The environment Palomar will be surrounding is a planned community that takes great pride in its clean streets, safe pedestrian cross walks, and cycling enthusiasts. Please build more parking spots so that our community environment (neighborhood and businesses) will not be burdened with excess vehicles. It is also for the safety of the STUDENT PEDESTRIANS so they will not have to cross a busy intersection at the entrance to the college. The Summary of Cumulative Impacts does effect of future buildings on this site either. This will significantly affect the parking allocated for the campus. This EIR doesn't seem to take into account the Master Plan, PCCD 2022. There are 792 current parking spots with at least 1500 people attending this site daily. It is unrealistic to think that half of these people will use alternate types of transportation. Furthermore, the impact of over 3500 people attending this site makes the parking allotment extremely significant. (4.1. pg. 3) How can a cumulative impact NOT occur in this area? Project Objectives #5 says the campus will be 'self-sufficient/self-sustaining so as not to create a drain on the resources of the PCCD'. What about being self-sufficient/self-sustaining so as not to create a drain on the community? Not building enough parking spots on the campus will create a drain and ill-rapport in the community. We, the community neighborhood, will have to pay for residential parking permits so we can park in front of our own homes due to students that will be parking in our neighborhood. It will happen. With the City of San Diego having six Community Parking Districts, five Residential Permit Parking Areas, and Chula Vista establishing a Residential Parking Area, all because of inadequate supplies of parking availability. And at least five of all these areas are due to college students infringing on neighborhoods. Project Objective #6 'repurposes an existing facility in order to maximize district resources'. Why not use our tax payer dollars which support Prop M and build adequate parking on this site. Project Objective #10, the 'support amenities', should include sufficient parking spots. (3.4.1 pg. 3-11) A total capacity of 3,470 FTES and 75 staff is not addressed in the EIR analysis regarding parking requirements to meet this number of students and faculty. (3.4.2 pg. 3-11) It simply assumes that "adequate parking will be provided on-site to accommodate all students. The EIR presents no measures to mitigate any potential shortage of parking. This is a significant omission in the EIR analysis.

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Respectfully,

Tom Crimmel

A Resident of Westwood in Rancho Bernardo, CA

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**Subject:** FW: Palomar College EIR

**From:** Gerald Cunningham [<mailto:gerald.cunningham@sbcglobal.net>]

**Sent:** Monday, November 23, 2015 7:08 PM

**To:** Halcon, John <[jhalcon@palomar.edu](mailto:jhalcon@palomar.edu)>; [markevilsizer@aol.com](mailto:markevilsizer@aol.com); Hensch, Nancy A. <[nhensch@palomar.edu](mailto:nhensch@palomar.edu)>; [nancychadwick@cox.net](mailto:nancychadwick@cox.net); McNamara, Paul <[pmcnamara@palomar.edu](mailto:pmcnamara@palomar.edu)>;

[assemblymember.maienschein@assembly.ca.gov](mailto:assemblymember.maienschein@assembly.ca.gov); [markkersey@sandiego.gov](mailto:markkersey@sandiego.gov); [kevinfaulconer@sandiego.gov](mailto:kevinfaulconer@sandiego.gov)

**Cc:** Astl, Dennis D. <[dastl@palomar.edu](mailto:dastl@palomar.edu)>; Halcon, John <[jhalcon@palomar.edu](mailto:jhalcon@palomar.edu)>; [markevilsizer@aol.com](mailto:markevilsizer@aol.com); Hensch, Nancy A. <[nhensch@palomar.edu](mailto:nhensch@palomar.edu)>; [nancychadwick@cox.net](mailto:nancychadwick@cox.net); McNamara, Paul <[pmcnamara@palomar.edu](mailto:pmcnamara@palomar.edu)>;

[assemblymember.maienschein@assembly.ca.gov](mailto:assemblymember.maienschein@assembly.ca.gov); [markkersey@sandiego.gov](mailto:markkersey@sandiego.gov); [kevinfaulconer@sandiego.gov](mailto:kevinfaulconer@sandiego.gov); [BFennessy@sandiego.gov](mailto:BFennessy@sandiego.gov)

**Subject:** Palomar College EIR

23 Nov 2015

Dennis Astl  
1140 West Mission Road  
San Marcos, Ca 92069-1487

RE: PALOMAR COLLEGE Environmental Impact Review Response

I appreciate the opportunity to respond to this EIR which will place a campus across from my neighborhood. The first response is to request the NO PROJECT ALTERNATIVE. I do not feel that the plans put forth by Palomar College and those described in the EIR will adequately enrich our wonderfully planned community. Parking is ill-defined in the Report. An inadequate review of the parking requirements and potential impacts on the surrounding neighborhoods has not been done and will have a cumulative impact on our community contrary to the way this term is used in the Report.

The Report does not state specifics in the Master Plan for the amount of parking needed at the new campus. The lack of parking clearly does not meet Project Objective #8 that states the campus will reflect its 'surrounding environment'. (S-2. #8) Students and faculty will park in businesses and the nearby neighborhood of Westwood. (S-2. #7) (6.5) They will also have to walk to campus over half a mile from a bus stop because the EIR does not allow one closer to campus. How can this be ADA approved? Project Objective #7 states it is to 'develop a comprehensive education center campus experience that reflects its surrounding environment'. (S-2) The environment Palomar will be surrounding is a planned community that takes great pride in its clean streets, safe pedestrian cross walks, and cycling enthusiasts. The safety of the STUDENT PEDESTRIANS is compromised by having to cross a busy intersection at the entrance to the college. The Summary of Cumulative Impacts does reflect future buildings on this site either which will significantly affect the parking allocated for the campus. It is unrealistic to think that 1500 people can park in 792 spots. Half of these people will NOT use alternate types of transportation. Furthermore, 3500 people attending this site will significantly impact the parking allotment. (4.1. pg. 3) Project Objectives #5 says the campus will be 'self-sufficient/self-sustaining so as not to create a drain on the resources of the PCCD'. We, the community neighborhood, will have to pay for residential parking permits so we can park in front of our own homes due to students that will be parking in our neighborhood. The City of San Diego has 6 Community Parking Districts, 5 Residential Permit Parking Areas, and Chula Vista establishing a Residential Parking Area, all because of inadequate supplies of parking availability. Five of these areas are due to college students infringing on neighborhoods. Project Objective #6 'repurposes an existing facility in order to maximize district resources'. Use our tax payer dollars and build adequate parking on this site. Project Objective #10, the 'support amenities', should include sufficient parking spots. (3.4.1 pg. 3-11) A capacity of 3,470 FTES and 75 staff is not addressed in the EIR analysis regarding parking requirement. (3.4.2 pg. 3-11) Simply assuming that "adequate parking will be provided on-site to accommodate all students" is irresponsible. The EIR presents no measures to mitigate any potential shortage of parking which is a significant omission in the EIR analysis.

A secondary access SHOULD be made for traffic congestion. Placing a traffic light at Olmeda Way will allow the residents to exit their neighborhood from extra traffic. Although the traffic study conducted for this review indicates that traffic will not impact the roads significantly. (S-3) Significantly is a choice word. Traffic and Safety surveys were not reviewed at appropriate times, August, and did not incorporate new construction currently underway, Sharp Health Center, Phil's BBQ, Target shopping center. Consider this Third Alternative Plan for a Second Access Road at Via Tazon. Purchase the building where Sharp Health Care is currently, or negotiate a second access road through their parking lot. This would provide vehicles to be closer to Transit Parking Station and reduce traffic directly onto Rancho Bernardo Road. Drivers would have the option to turn towards public transit or proceed to another I-15 Intersection at Bernardo Center Road. Alternatively, drivers could turn towards Rancho Bernardo Road with an already existing traffic light. A bus stop could be placed near here too. (S-14) Palomar College should use its status as a state entity to overrule the city denial of a secondary access road.



The Project Level Environmental Impacts and Mitigation Measures Table both dismiss a small significant amount of traffic and safety creating problems with the public Circulation System Performance. The proposed looped roadway just has faculty and staff running in circles because Palomar deems a second access road as an alternative solution rather than being PART of the solution. How can adding 1500 people a day NOT disrupt a public system NOT designed for this additional amount of people? Furthermore, how can 1500 people not disrupt the Congestion Management Plan and the inadequate Emergency Access especially at peak traffic times? (4.8 pg. 13, 27) For Long-Term Intersection Operations, how can the Delay change decrease when the Delay itself increased 12.9 points? The Long-Term Roadway Segment Operations change did indicate an increase. Do these tables take into account the PCCD 2022 figures for when the new campus is at maximum capacity OR just the first year? Under Standards of Significance, this EIR contradicts itself by referencing a proposed City adopted congestion management plan then says the city does not have a plan. I-15 is a roadway that serves the Congested Management Plan. One of the two government agencies is not in compliance. (4.8 pg. 28)

Chapter 4.8, 3.4, states the Alternative Transportation Facilities would not be affected but I contend the increase in 3500 vehicles from Palomar faculty and students WILL make for hazardous conditions for pedestrians and bicyclists that walk and ride in our beautiful community. Rancho Bernardo Road provides two middle school bus stops five times daily which will interfere with pedestrian safety. A secondary access road will reduce traffic through our neighborhood allowing for alternative access to the campus thereby preserving our peaceful area for safe walking and cycling. Project Objective #11 states Palomar will 'ensure that the faculty maximizes the safety of the students, faculty, and staff'. Building a transit bus stop on campus or at least offer a shuttle service to the local transit station to increase the safety of the students and faculty.

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Respectfully,  
Gerald Cunningham  
Rancho Bernardo-Westwood Resident

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**Subject:** FW: Palomar Parking Problem  
**Attachments:** PALOMAR COLLEGE EIR Response (2) 2015.docx

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**From:** Ginny Dobias [<mailto:gdobias@hotmail.com>]

**Sent:** Sunday, November 22, 2015 7:01 PM

**To:** Astl, Dennis D. <[dastl@palomar.edu](mailto:dastl@palomar.edu)>; Halcon, John <[jhalcon@palomar.edu](mailto:jhalcon@palomar.edu)>; [markevilsizer@aol.com](mailto:markevilsizer@aol.com); Hensch, Nancy A. <[nhensch@palomar.edu](mailto:nhensch@palomar.edu)>; [nancychadwick@cox.net](mailto:nancychadwick@cox.net); McNamara, Paul <[pmcnamara@palomar.edu](mailto:pmcnamara@palomar.edu)>

**Subject:** Palomar Parking Problem

Please reference the attachment. Thank you

Virginia Dobias  
Oculito Way, San Diego, CA 92127

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22 Nov 2015

Dennis Astl  
Palomar Community College District, San Marcos Campus  
1140 West Mission Road  
San Marcos, Ca 92069-1487  
dastl@palomar.edu

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Although the traffic study conducted for this review indicates that it will not impact the roads significantly. (S-3) Significantly is a choice word indicating worth of importance. Maybe not significant to the college or the city, but it is significant to our community especially the neighborhood. Consider this Third Alternative Plan for a Second Access Road Alternative. Purchase the building below Palomar site where Sharp Health Care is currently. Make second access road come through this parking lot onto Via Tazon. This would provide vehicles to be closer to Transit Parking Station and reduce traffic directly onto Rancho Bernardo Road. A bus stop could be placed on Via Tazon close to the second access road. Drivers would have the option to turn towards public transit or proceed to another I-5 Intersection at Bernardo Center Road. Alternatively, drivers could turn towards Rancho Bernardo Road with an already existing traffic light.

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Chapter 4.8 section 3.4, states the actual Alternative Transportation Facilities would not be affected but I contend the increase in traffic from Palomar faculty and students WILL make for hazardous conditions for pedestrians and bicyclists that walk and ride in our beautiful community. I disagree that the proposed project would not interfere with pedestrian safety when over 3500 vehicles will descend on our community. Again, the numbers of vehicles taken into consideration from the Master Plan has not been reviewed in this survey. (4.8. pg. 31) A secondary access road will reduce traffic through our neighborhood allowing for alternative access to the campus thereby preserving our peaceful area for safe walking and cycling. Project Objective #11 states Palomar will 'ensure that the faculty maximizes the safety of the students, faculty, and staff'. Ensure this by building more parking spots and a second access for their safety due to the safety concerns also listed in Project Objective #8. Building a transit bus stop on campus or at least offer a shuttle service to the local transit station to increase the safety of the students and faculty.

In closing, the Mitigation measures state that "although no mitigation measures are required, the PCCD will work with the City to determine other ways to improve access to the project site". (4.8 pg. 28) Thank you for recognizing that your business will impact our community. Please provide extra parking spots, the Third Alternative Access Road, and a transit bus stop to indicate your good neighbor approach in our community. We take great pride in being from RB and embrace our traditions. I would like to see you become a meaningful part of our community. By taking our responses into consideration and implementing our reasonable requests, it will ensure us of your honest desire to become that comprehensive education center campus which reflections on and has respect for its neighborhood environment and be a true part of our community.

Respectfully,

Virginia Dobias  
Rancho Bernardo-Westwood Resident



---

**Subject:** FW: Comment on Palomar College Rancho Bernardo Campus Environmental Impact Review

**From:** Bruce Fleming [<mailto:wavejump@earthlink.net>]

**Sent:** Saturday, November 28, 2015 3:51 PM

**To:** Astl, Dennis D. <[dastl@palomar.edu](mailto:dastl@palomar.edu)>; Halcon, John <[jhalcon@palomar.edu](mailto:jhalcon@palomar.edu)>; [markevilsizer@aol.com](mailto:markevilsizer@aol.com); Hensch, Nancy A. <[nhensch@palomar.edu](mailto:nhensch@palomar.edu)>; [nancyhadwick@cox.net](mailto:nancyhadwick@cox.net); McNamara, Paul <[pmcnamara@palomar.edu](mailto:pmcnamara@palomar.edu)>; [assemblymember.maienschein@assembly.ca.gov](mailto:assemblymember.maienschein@assembly.ca.gov); [markkersey@sandiego.gov](mailto:markkersey@sandiego.gov); [kevinfaulconer@sandiego.gov](mailto:kevinfaulconer@sandiego.gov); [bfennessy@sandiego.gov](mailto:bfennessy@sandiego.gov)

**Cc:** [terrorynorwood68@gmail.com](mailto:terrorynorwood68@gmail.com)

**Subject:** Comment on Palomar College Rancho Bernardo Campus Environmental Impact Review

Nov. 28, 2015

Dennis Astl

1140 West Mission Road

San Marcos, CA 92069-1487

RE: Palomar College Environmental Impact Review Response

We appreciate the opportunity to respond to the EIR regarding placement of a campus across from our neighborhood. Note that this letter includes portions of a letter written by another concerned resident, *and* includes further concerns and details to clarify and provide specifics for the points made.

The first response is to request the NO PROJECT ALTERNATIVE. We do not feel that the plans put forth by Palomar College, and those described in the EIR, will adequately enrich our long-established community. Parking is ill-defined in the Report. An adequate review of the parking requirements and potential impacts on the surrounding neighborhoods has *not* been done and overflow of parking will have a cumulative impact on our community, contrary to the way this term was used in the Report.

#### **Lack of Parking and Public Transit Access**

The Report doesn't state specifics in the Master Plan for the amount of parking needed at the new campus, as required by the mandates for EIRs. The lack of parking clearly does not meet Project Objective #8, which states that the campus will reflect its surrounding environment (S2. #8). Inadequate parking will cause students and faculty to park in businesses and the nearby neighborhood of Westwood (S2. #7). Students and faculty who want to take advantage of public transit will also have to walk over half a mile, up a significant hill, from the closest bus stop, because the EIR doesn't allow one closer to campus. How can this be ADA-compliant?

Project Objective #7 states that it is to 'develop a comprehensive education center campus experience that reflects its surrounding environment' (S-2). The environment Palomar will be surrounding is a family-oriented planned community that takes great pride in its clean streets, safe pedestrian cross walks, and cycling enthusiasts. The safety of the STUDENT PEDESTRIANS is compromised by having to cross Rancho Bernardo Rd at the entrance to the college. Rancho Bernardo Rd is a major traffic artery into Westwood and also the nearby communities of 4S Ranch and Del Sur. The Summary of Cumulative Impacts does not reflect future building projects on the site either, which will significantly impact the parking allocated for the Palomar campus. It is unrealistic to think that 1,500 people can park in the current 792 parking spots. Half of these people will NOT use alternative types of transportation because of the issues noted above. Furthermore, 3,500 people attending this site will significantly impact the parking allotment (4.1, pg. 3).

Project Objective #5 says the campus will be 'self-sufficient/self-sustaining so as not to create a drain on the resources of the PCCD'. Parking is *already* tight on many of the surrounding Westwood neighborhood streets. We, the Westwood residents, will have to pay for residential parking permits so we can park in front of our own homes due to students that

will be parking in our neighborhood. The City of San Diego has 6 Community Parking Districts, 5 Residential Permit Parking Areas and the City of Chula Vista is also establishing a Residential Parking Area, all because of inadequate supplies of parking. Five of those areas are due to college students using neighborhood parking spots. Project Objective #6 'repurposes a existing facility in order to maximize district resources'. Please use our tax payer dollars to build additional parking on the site before the site opens for students.

Project Objective #10 states that the 'support amenities should include adequate parking spots (3.4.1 p. 3-11). A capacity of 3,470 FTES and 75 staff is not addressed in the EIR analysis regarding parking requirements (3.4.2, pg. 3-11). Simply assuming that "adequate parking will be provided on-site to accommodate all students" is irresponsible. The EIR presents no measures to mitigate any potential parking shortage. This is a significant omission in the EIR analysis.

### **Secondary Access to the Site**

A secondary access SHOULD be made for traffic congestion and safety. Placing a traffic light at Olmeda Way will allow neighborhood residents to exit their neighborhood. Although the traffic study conducted for this EIR indicates that traffic will not impact the roads significantly (S-3), "significantly" is a choice word. The August traffic and safety surveys were not reviewed at appropriate times because local schools are not in session and more people than average are on vacation. The August review also did not incorporate data related to new construction in the area that is currently underway. For these reasons, we contend that the traffic study must be revised so that traffic counts and the analysis are performed during regular school/work schedules, not during vacation months or weeks.

Sharp Health Center, Phill's BBQ, and the new Del Sur shopping Center are all likely to increase traffic on Rancho Bernardo Rd. Consider this Third Alternative Plan for a Second Access Road at Via Tazon. Purchase the building where Sharp Health Care is currently located, or negotiate a second access road through their parking lot. This would allow vehicles to be closer to the Transit Parking Station and reduce traffic on Rancho Bernardo Rd. Drivers would have the option to turn towards public transit or proceed to another I-15 on-ramp at Bernardo Center Drive. Alternatively, drivers could turn towards Rancho Bernardo Rd with an already-existing traffic signal at Rancho Bernardo Rd and Via Tazon. A bus stop could be placed near here, too. Palomar College should use its status as a state entity to overrule the city denial of a secondary access road.

### **Congestion Management and Pedestrian Safety**

The Project Level Environmental Impacts and Mitigation Measures Table both dismiss a significant amount of traffic and safety creating problems with the public Circulation System Performance. The proposed looped roadway just has faculty and students running in circles because Palomar deems a second access road for the site as an *alternative* solution rather than as PART of the solution. How can adding 1,500 people per day NOT disrupt a public system that was NOT designed for this additional amount of people at that location? Furthermore, how can 1,500 people not disrupt the Congestion Management Plan and the Inadequate Emergency Access, especially at peak traffic times (4.8, pg. 13, 27)? For Long-Term Intersection Operations, how can the Delay Change decrease when the Delay itself increased 12.9 points? The Long-Term Roadway Segment Operations change DID indicate an increase. Do these tables take into account the PCCD 2022 figures for when the new campus is at maximum capacity OR just the first year?

Under Standards of Significance, this EIR contradicts itself by referencing a proposed city-adopted congestion management plan, and then says the city doesn't have a plan. Interstate 15 is a roadway that serves the Congested Management Plan. One of the two government agencies is not in compliance (4.8, pg. 28).

Chapter 4.8, 3.4 states that the Alternative Transportation Facilities would not be affected. We contend that the increase in 3,500 vehicles from Palomar faculty and students WILL make for more hazardous conditions for the pedestrians and cyclists that walk and ride in our community. Rancho Bernardo Rd. currently provides two middle school and two high bus stop locations, five times daily. Those school stops are located along Rancho Bernardo Rd, at the corner of Olmeda Way, and along Rancho Bernardo Road at the corner of Matinal Road; both locations will be highly impacted by Palomar traffic due to their close proximity to the site entrance. A secondary access road will reduce traffic through our neighborhood, divert some traffic away from the school bus stops, and preserve our peaceful area for walking and cycling.

Project Objective #11 states that Palomar will 'ensure that the faculty maximizes the safety of the students, faculty and staff. Building a transit bus stop on campus, or at least shuttle service to the local transit station would increase the safety of the Palomar students and faculty. A secondary access road should be included to allow for swifter and safer evacuation from the campus site, too.

In closing, the Mitigation Measures state that "although no mitigation measures are required, the PCCD will work with the City to determine other ways to improve access to the project site" (4.8, pg. 28). Please provide more parking spots, the Third Alternative Access Road, and a transit bus stop on the site to indicate your "good neighbor" approach to our community.

We take great pride in being from RB and embrace our traditions. We would like to see you become a meaningful part of what makes our community great. By taking our responses into consideration and implementing our reasonable requests, you will convince us of your honest desire to become that comprehensive education center which reflects on and has respect for its neighborhood environment.

Respectfully,

Shelley D Fleming

Bruce T. Fleming [wavejump@earthlink.net](mailto:wavejump@earthlink.net)

Rancho Bernardo-Westwood Residents

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**Subject:** FW: Palomar College EIR response  
**Attachments:** PALOMAR COLLEGE EIR Response (2) 2015 (1).pdf

**From:** Elaine Ford [<mailto:egrandee@gmail.com>]

**Sent:** Thursday, November 12, 2015 4:28 PM

**To:** Astl, Dennis D. <[dastl@palomar.edu](mailto:dastl@palomar.edu)>; Halcon, John <[jhalcon@palomar.edu](mailto:jhalcon@palomar.edu)>; [markevilsizer@aol.com](mailto:markevilsizer@aol.com); Hensch, Nancy A. <[nhensch@palomar.edu](mailto:nhensch@palomar.edu)>; [nancychadwick@cox.net](mailto:nancychadwick@cox.net); McNamara, Paul <[pmcnamara@palomar.edu](mailto:pmcnamara@palomar.edu)>; [assemblymember.maienschein@assembly.ca.gov](mailto:assemblymember.maienschein@assembly.ca.gov); [markkersey@sandiego.gov](mailto:markkersey@sandiego.gov); [kevinfaulconer@sandiego.gov](mailto:kevinfaulconer@sandiego.gov)

**Subject:** Palomar College EIR response

Below you will find an attachment.

Thank you in advance for your consideration!

just imagine,  
p. elaine ford



P. Elaine Ford  
Oculito Road  
San Diego, Ca.  
92127

12 Nov 2015

Dennis Astl  
Palomar Community College District, San Marcos Campus  
1140 West Mission Road  
San Marcos, Ca 92069-1487  
dastl@palomar.edu

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Respectfully,

P. Elaine Ford  
Rancho Bernardo-Westwood Resident

---

**Subject:** FW: PALOMAR COLLEGE EIR Response  
**Attachments:** PALOMAR COLLEGE EIR Response 2015.docx

**From:** Steve - Renee Gray [<mailto:grayrun1@gmail.com>]

**Sent:** Friday, November 27, 2015 5:48 AM

**To:** Astl, Dennis D. <[dastl@palomar.edu](mailto:dastl@palomar.edu)>; Halcon, John <[jhalcon@palomar.edu](mailto:jhalcon@palomar.edu)>; [markevilsizer@aol.com](mailto:markevilsizer@aol.com) <[markevilsizer@aol.com](mailto:markevilsizer@aol.com)>; Hensch, Nancy A. <[nhensch@palomar.edu](mailto:nhensch@palomar.edu)>; [nancychadwick@cox.net](mailto:nancychadwick@cox.net) <[nancychadwick@cox.net](mailto:nancychadwick@cox.net)>; McNamara, Paul <[pmcnamara@palomar.edu](mailto:pmcnamara@palomar.edu)>; [assemblymember.maienschein@assembly.ca.gov](mailto:assemblymember.maienschein@assembly.ca.gov) <[assemblymember.maienschein@assembly.ca.gov](mailto:assemblymember.maienschein@assembly.ca.gov)>; [markkersey@sandiego.gov](mailto:markkersey@sandiego.gov) <[markkersey@sandiego.gov](mailto:markkersey@sandiego.gov)>; [kevinfaulconer@sandiego.gov](mailto:kevinfaulconer@sandiego.gov) <[kevinfaulconer@sandiego.gov](mailto:kevinfaulconer@sandiego.gov)>

**Subject:** PALOMAR COLLEGE EIR Response

Respectfully submitted for your undivided attention.

Thank you,  
Steve and Renee Gray

Steve and Renee Gray  
Calenda Road, San Diego, CA 92127

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27 November 2015

Dennis Astl  
Palomar Community College District, San Marcos Campus  
1140 West Mission Road  
San Marcos, Ca 92069-1487  
dastl@palomar.edu

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The Project Level Environmental Impacts and Mitigation Measures Table both dismiss a small significant amount of traffic and safety creating problems with the public Circulation System Performance. The proposed looped roadway just has faculty and staff running in circles because Palomar deems a second access road as an alternative solution rather than being PART of the solution. How can adding 1500 people a day NOT disrupt a public system NOT designed for this additional amount of people? This table further dismisses how 1500 people would not disrupt the Congestion Management Plan and the inadequate Emergency Access. How will fire and rescue or ambulances get into Palomar soon enough when traffic is at its peak? As far as the Alternative Transportation Facilities, there is no public transit bus stop close enough for students and faculty. (S-14) For Long-Term Intersection Operations, how can the Delay change decrease when the Delay itself increased 12.9 points? The Long-Term Roadway Segment Operations change did indicate an increase. Do these tables take into account the PCCD 2022 figures for when the new campus is at maximum capacity OR just the first year? Adding 1500, and increasing to 3500 people on this road during a firestorm will delay evacuations further than they were in 2007. (4.8 pg. 13, 27) Under Standards of Significance, this EIR contradicts itself by referencing a proposed City adopted congestion management plan then the EIR says the city doesn't have a plan. I-15 is a roadway that serves the Congested Management Plan. One of the two government agencies is not in compliance. (4.8 pg. 28)

Chapter 4.8 section 3.4, states the actual Alternative Transportation Facilities would not be affected but I contend the increase in traffic from Palomar faculty and students WILL make for hazardous conditions for pedestrians and bicyclists that walk and ride in our beautiful community. I disagree that the proposed project would not interfere with pedestrian safety when over 3500 vehicles will descend on our community. Again, the numbers of vehicles taken into consideration from the Master Plan has not been reviewed in this survey. (4.8. pg. 31) A secondary access road will reduce traffic through our neighborhood allowing for alternative access to the campus thereby preserving our peaceful area for safe walking and cycling. Project Objective #11 states Palomar will 'ensure that the faculty maximizes the safety of the students, faculty, and staff'. Ensure this by building more parking spots and a second access for their safety due to the safety concerns also listed in Project Objective #8. Building a transit bus stop on campus or at least offer a shuttle service to the local transit station to increase the safety of the students and faculty.

In closing, the Mitigation measures state that "although no mitigation measures are required, the PCCD will work with the City to determine other ways to improve access to the project site". (4.8 pg. 28) Thank you for recognizing that your business will impact our community. Please provide extra parking spots, the Third Alternative Access Road, and a transit bus stop to indicate your good neighbor approach in our community. We take great pride in being from RB and embrace our traditions. I would like to see you become a meaningful part of our community. By taking our responses into consideration and implementing our reasonable requests, it will ensure us of your honest desire to become that comprehensive education center campus which reflections on and has respect for its neighborhood environment and be a true part of our community.

Respectfully,

Steve and Renee Gray  
Rancho Bernardo-Westwood Residents

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**Subject:** FW: Palomar College Rancho Bernardo Plan  
**Attachments:** PALOMAR COLLEGE EIR Response 2015.docx

**From:** Sally Grigoriev [<mailto:sallygrig@pacbell.net>]  
**Sent:** Saturday, December 05, 2015 12:00 PM  
**To:** Astl, Dennis D. <[dastl@palomar.edu](mailto:dastl@palomar.edu)>; Halcon, John <[jhalcon@palomar.edu](mailto:jhalcon@palomar.edu)>  
**Subject:** Palomar College Rancho Bernardo Plan

Attached is a letter - providing feedback regarding the EIR for the Palomar College expansion project in Rancho Bernardo.

Thank you,

George and Sally Grigoriev  
Resident Rancho Bernardo  
Westwood Community  
Monticook Court

6 December 2015

Dennis Astl  
Palomar Community College District, San Marcos Campus  
1140 West Mission Road  
San Marcos, Ca 92069-1487  
dastl@palomar.edu

RE: PALOMAR COLLEGE EIR Response

I appreciate the opportunity to respond to the Environmental Impact Report for the Palomar College South Campus that will be located in my community across from my neighborhood.

The first response is to request the NO PROJECT ALTERNATIVE. We don't believe that the plans put forth by Palomar College and those described in the EIR will adequately enrich our wonderfully planned community. Parking is ill-defined in the Report. An inadequate review of the parking requirements and potential impacts on the surrounding neighborhoods has not been completed. This will have a cumulative impact on our community contrary to the way this term is used in the Report.

The Report doesn't state specifics in the Master Plan for the amount of parking needed at the new campus. If not enough parking spots are built, students and faculty will park in businesses and the nearby neighborhood of Westwood. (S-2. #7) (6.5) The lack of parking clearly does not meet Project Objective #8 that states the campus will reflect its 'surrounding environment'. (S-2. #8) Students will have to walk to campus over half a mile from a bus stop because the EIR doesn't allow for making one closer to the campus. Project Objective #7 states it is to 'develop a comprehensive education center campus experience that reflects its surrounding environment'. The environment Palomar will be surrounding is a planned community that takes great pride in its clean streets, safe pedestrian cross walks, and cycling enthusiasts. It is essential that there are more parking spots in the plan to ensure that our community environment will not be burdened with excess vehicles. It is also for the safety of the STUDENT PEDESTRIANS so they will not have to cross a busy intersection at the entrance to the college. This EIR doesn't seem to take into account the Master Plan, PCCD 2022. There are 792 current parking spots with at least 1500 people attending this site daily. It is unrealistic to think that half of these people will use alternate types of transportation. Furthermore, the impact of over 3500 people attending this site makes the parking allotment extremely significant. (4.1. pg. 3) How can a cumulative impact NOT occur in this area. The Project Objective #10, 'support amenities', should include sufficient parking. (3.4.1 pg. 3-11) A total capacity of 3,470 FTES and 75 staff is not addressed in the EIR analysis regarding parking requirements to meet this number of students and faculty. (3.4.2 pg. 3-11) It simply assumes that "adequate parking will be provided on-site to accommodate all students. The EIR presents no measures to mitigate any potential shortage of parking. This is a significant omission in the EIR analysis.

A secondary access SHOULD be made for traffic congestion and not be an alternative suggestion. Being a reasonable citizen, I realize the Second Access Road Alternative has pros and cons. Placing a traffic light at Olmeda Way is beneficial because it will allow the residents to exit their neighborhood due to the extra traffic that will be impacting our neighborhood. Although the traffic study conducted for this review indicates that it will not impact the roads significantly. (S-3) Significantly is a choice word indicating worth of importance. Maybe not significant to the college or the city, but it is significant to our community especially the neighborhood.

The Project Level Environmental Impacts and Mitigation Measures Table both dismiss a small significant amount of traffic and safety creating problems with the public Circulation System Performance. The proposed looped roadway just has faculty and staff running in circles because Palomar deems a second access road as an alternative solution rather than being PART of the solution. How can adding 1500 people a day NOT disrupt a public system NOT designed for this additional amount of people? This table further dismisses how 1500 people would not disrupt the Congestion Management Plan and the inadequate Emergency Access. How will fire and rescue or ambulances get into Palomar soon enough when traffic is at its peak? As far as the Alternative Transportation Facilities, there is no public transit bus stop close enough for students and faculty. (S-14) For Long-Term Intersection Operations, how can the Delay change decrease when the Delay itself increased 12.9 points? The Long-Term Roadway Segment Operations change did indicate an increase. Do these tables take into account the PCCD 2022 figures for when the new campus is at maximum capacity OR just the first year? Adding 1500, and increasing to 3500 people on this road during a firestorm will delay evacuations further than they were in 2007. (4.8 pg. 13, 27) Under Standards of Significance, this EIR contradicts itself by referencing a proposed City adopted congestion management plan then the EIR says the city doesn't have a plan. I-15 is a roadway that serves the Congested Management Plan. One of the two government agencies is not in compliance. (4.8 pg. 28)

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In closing, the Mitigation measures state that "although no mitigation measures are required, the PCCD will work with the City to determine other ways to improve access to the project site". (4.8 pg. 28) Thank you for recognizing that your business will impact our community. Please provide extra parking spots, the Third Alternative Access Road, and a transit bus stop to indicate your good neighbor approach in our community. We take great pride in being from RB and embrace our traditions. I would like to see you become a meaningful part of our community. By taking our responses into consideration and implementing our reasonable requests, it will ensure us of your honest desire to become that comprehensive education center campus which reflections on and has respect for its neighborhood environment and be a true part of our community.

Respectfully,

George and Sally Grigoriev  
Rancho Bernardo-Westwood Residents



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**Subject:** FW: PALOMAR COLLEGE Environmental Impact Review Response

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**From:** Liz Gutschow [<mailto:lizgutschow@att.net>]

**Sent:** Monday, December 07, 2015 10:28 PM

**To:** Astl, Dennis D. <[dastl@palomar.edu](mailto:dastl@palomar.edu)>; Halcon, John <[jhalcon@palomar.edu](mailto:jhalcon@palomar.edu)>; [markevilsizer@aol.com](mailto:markevilsizer@aol.com); Hensch, Nancy A. <[nhensch@palomar.edu](mailto:nhensch@palomar.edu)>; [nancychadwick@cox.net](mailto:nancychadwick@cox.net); McNamara, Paul <[pmcnamara@palomar.edu](mailto:pmcnamara@palomar.edu)>; [assemblymember.maienschein@assembly.ca.gov](mailto:assemblymember.maienschein@assembly.ca.gov); [markkersey@sandiego.gov](mailto:markkersey@sandiego.gov); [kevinfaulconer@sandiego.gov](mailto:kevinfaulconer@sandiego.gov); [BFennessy@sandiego.gov](mailto:BFennessy@sandiego.gov)

**Subject:** PALOMAR COLLEGE Environmental Impact Review Response

December 7, 2015

Dennis Astl  
1140 West Mission Road  
San Marcos, Ca 92069-1487

RE: PALOMAR COLLEGE Environmental Impact Review Response

Dear Mr. Astl,

Thank you for giving me and my fellow residents the opportunity to respond to Palomar College EIR as Palomar College will open a campus across from our neighborhood in Ranch Bernardo.

I do not feel that the plans put forth by Palomar College and those described in the EIR will adequately enrich our wonderfully planned community. My biggest concerns are parking, traffic and safety.

Please consider that you not only have enough parking but that you would also not charge for parking. I realize that it would be best to make a reference to your EIR and I will do that but I also want to respond to one of your representative's comments about parking fees. It was said that your college will charge parking fees to students because that is what you do on all of your campuses. Frankly, it surprises me that you would make a decision without considering the impact you are making on the community around your campus. Please put more thought into this decision as it does affect our community.

As you probably know, the original intent was for this land to be a business park. This is what many of the businesses are that have entrances on Rancho Bernardo Road. With that in mind, a company would occupy this property, provide parking for its employees, (free of charge of course) and be all encompassing. It will not be this way if your college charges for parking. Students will choose to park in our community. Not only because you charge for parking but because it may be difficult for people to exit during rush hour. If I were a young student at twenty something years old attending a community college, I would avoid paying for unnecessary services like parking fees. I would park down in the nearby community and with my two strong legs, walk up to the campus. I, as a student, would use that extra money for books, food, clothing, rent, bills, etc.

As a resident of Westwood in Rancho Bernardo, parking along with traffic and safety are my biggest worries as all of these can affect the safety of us and our children the most as far as the day to day activities. As my house can be seen on your planning map that was displayed at the Mount Carmel High School forum, my house is obviously very close to your campus. We have children playing in our neighborhoods. The only cars that currently park on our streets are ones of residents and their visiting families and friends. I bought this property knowing that this would be the case. It would be prudent and considerate if the college would look at the community and see how your decisions affect it before hastily deciding that there should be a parking fee for your students.

Now I will get into the EIR and use specifics on where the report would need to be revised.

The Report does not state specifics in the Master Plan for the amount of parking needed at the new campus. The lack of parking clearly does not meet Project Objective #8 that states the campus will reflect its 'surrounding environment'. (S-2. #8) Students and faculty will park in businesses and the nearby neighborhood of Westwood. (S-2. #7) (6.5) They will also have to walk to campus over half a mile from a bus stop because the EIR does not allow one closer to campus. How can this be ADA approved? Project Objective #7 states it is to 'develop a comprehensive education center campus experience that reflects its surrounding environment'. (S-2) The environment Palomar will be surrounding is a planned community that takes great pride in its clean streets, safe pedestrian cross walks, and cycling enthusiasts. The safety of the STUDENT PEDESTRIANS is compromised by having to cross a busy intersection at the entrance to the college. The Summary of Cumulative Impacts does reflect future buildings on this site either which will significantly affect the parking allocated for the campus. It is unrealistic to think that 1500 people can park in 792 spots. Half of these people will NOT use alternate types of transportation. Furthermore, 3500 people attending this site will significantly impact the parking allotment. (4.1. pg. 3) Project Objectives #5 says the campus will be 'self-sufficient/self-sustaining so as not to create a drain on the resources of the PCCD'. We, the community neighborhood, will have to pay for residential parking permits so we can park in front of our own homes due to students that will be parking in our neighborhood. The City of San Diego has 6 Community Parking Districts, 5 Residential Permit Parking Areas, and Chula Vista establishing a Residential Parking Area, all because of inadequate supplies of parking

availability. Five of these areas are due to college students infringing on neighborhoods. Project Objective #6 'repurposes an existing facility in order to maximize district resources'. Use our tax payer dollars and build adequate parking on this site. Project Objective #10, the 'support amenities', should include sufficient parking spots. (3.4.1 pg. 3-11) A capacity of 3,470 FTES and 75 staff is not addressed in the EIR analysis regarding parking requirement. (3.4.2 pg. 3-11) Simply assuming that "adequate parking will be provided on-site to accommodate all students" is irresponsible. The EIR presents no measures to mitigate any potential shortage of parking which is a significant omission in the EIR analysis.

A secondary access SHOULD be made for traffic congestion. Placing a traffic light at Olmeda Way will allow the residents to exit their neighborhood from extra traffic. Although the traffic study conducted for this review indicates that traffic will not impact the roads significantly. (S-3) Significantly is a choice word. Traffic and Safety surveys were not reviewed at appropriate times, August, and did not incorporate new construction currently underway, Sharp Health Center, Phil's BBQ, Target shopping center. Consider this Third Alternative Plan for a Second Access Road at Via Tazon. Purchase the building where Sharp Health Care is currently, or negotiate a second access road through their parking lot. This would provide vehicles to be closer to Transit Parking Station and reduce traffic directly onto Rancho Bernardo Road. Drivers would have the option to turn towards public transit or proceed to another I-15 Intersection at Bernardo Center Road. Alternatively, drivers could turn towards Rancho Bernardo Road with an already existing traffic light. A bus stop could be placed near here too. (S-14) Palomar College should use its status as a state entity to overrule the city denial of a secondary access road.

4. The E.I.R. states that "the Rancho Bernardo Community Plan does not identify any evacuation routes with the study area", that is not a valid excuse for not providing adequate emergency access or egress for the school's campus. During the 2007 wildfires most of the community of Westwood was evacuated through the intersection of Rancho Bernardo Road and Matinal Road, it was a traffic nightmare with one police officer trying to save lives. Wildfires and emergency situations do not adhere to time schedules or traffic projections. The students, staff and faculty could easily become trapped using the existing driveway at the intersection of Rancho Bernardo Road and Matinal Road, the stance the school is taking is not acceptable.

The Project Level Environmental Impacts and Mitigation Measures Table both dismiss a small significant amount of traffic and safety creating problems with the public Circulation System Performance. The proposed looped roadway just has faculty and staff running in circles because Palomar deems a second access road as an alternative solution rather than being PART of the solution. How can adding 1500 people a day NOT disrupt a public system NOT designed for this additional amount of people? Furthermore, how can 1500 people not disrupt the Congestion Management Plan and the inadequate Emergency Access especially at peak traffic times? (4.8 pg. 13, 27) For Long-Term Intersection Operations, how can the Delay change decrease when the Delay itself increased 12.9 points? The Long-Term Roadway

Segment Operations change did indicate an increase. Do these tables take into account the PCCD 2022 figures for when the new campus is at maximum capacity OR just the first year? Under Standards of Significance, this EIR contradicts itself by referencing a proposed City adopted congestion management plan then says the city does not have a plan. I-15 is a roadway that serves the Congested Management Plan. One of the two government agencies is not in compliance. (4.8 pg. 28)

Chapter 4.8, 3.4, states the Alternative Transportation Facilities would not be affected but I contend the increase in 3500 vehicles from Palomar faculty and students WILL make for hazardous conditions for pedestrians and bicyclists that walk and ride in our beautiful community. Rancho Bernardo Road provides two middle school bus stops five times daily which will interfere with pedestrian safety. A secondary access road will reduce traffic through our neighborhood allowing for alternative access to the campus thereby preserving our peaceful area for safe walking and cycling. Project Objective #11 states Palomar will 'ensure that the faculty maximizes the safety of the students, faculty, and staff'. Building a transit bus stop on campus or at least offer a shuttle service to the local transit station to increase the safety of the students and faculty.

In closing, the Mitigation measures state that "although no mitigation measures are required, the PCCD will work with the City to determine other ways to improve access to the project site". (4.8 pg. 28) Thank you for recognizing that your business will impact our community. Please provide extra parking spots at no cost to the students, faculty and staff, the Third Alternative Access Road, and a transit bus stop to indicate your good neighbor approach in our community. We take great pride in being from Rancho Bernardo and embrace our traditions. I would like to see you become a meaningful part of our community. By taking our responses into consideration and implementing our reasonable requests, it will ensure us of your honest desire to become that comprehensive education center campus which reflects on and has respect for its neighborhood environment and be a true part of our community.

Respectfully,  
Elizabeth Gutschow

Rancho Bernardo-Westwood Resident



---

**Subject:** FW: Palomar College EIR Response

**Importance:** High

**From:** Eelia Henderscheid [<mailto:eeliagh@netwiz.net>]

**Sent:** Friday, November 06, 2015 9:40 AM

**To:** Astl, Dennis D. <[dastl@palomar.edu](mailto:dastl@palomar.edu)>

**Cc:** Terry Norwood <[terrynorwood68@gmail.com](mailto:terrynorwood68@gmail.com)>; [dalejh100@yahoo.com](mailto:dalejh100@yahoo.com); [dhkingery@hotmail.com](mailto:dhkingery@hotmail.com); [egilbert@ucsd.edu](mailto:egilbert@ucsd.edu)

**Subject:** Palomar College EIR Response

4 Nov 2015

Dennis Astl

Palomar Community College District, San Marcos Campus

1140 West Mission Road

San Marcos, Ca 92069-1487

[dastl@palomar.edu](mailto:dastl@palomar.edu)

RE: PALOMAR COLLEGE EIR Response

Dale and I [Eelia and Dale Henderscheid] appreciate the opportunity to respond to the Environmental Impact Report for the Palomar College South Campus that will be located in my community across from my neighborhood.

The first response is to request the NO PROJECT ALTERNATIVE. I do not feel that the plans put forth by Palomar College and those described in the EIR will adequately enrich our wonderfully planned community. Parking is ill-defined in the Report. An inadequate review of the parking requirements and potential impacts on the surrounding neighborhoods has not been done. This will have a cumulative impact on our community contrary to the way this term is used in the Report.

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our neighborhood. It will happen. With the City of San Diego having six Community Parking Districts, five Residential Permit Parking Areas, and Chula Vista establishing a Residential Parking Area, all because of inadequate supplies of parking availability. And at least five of all these areas are due to college students infringing on neighborhoods. Project Objective #6 'repurposes an existing facility in order to maximize district resources'. Why not use our tax payer dollars which support Prop M and build adequate parking on this site. Project Objective #10, the 'support amenities', should include sufficient parking spots. (3.4.1 pg. 3-11) A total capacity of 3,470 FTES and 75 staff is not addressed in the EIR analysis regarding parking requirements to meet this number of students and faculty. (3.4.2 pg. 3-11) It simply assumes that "adequate parking will be provided on-site to accommodate all students. The EIR presents no measures to mitigate any potential shortage of parking. This is a significant omission in the EIR analysis.

A secondary access SHOULD be made for traffic congestion and not be an alternative suggestion. Being a reasonable citizen, I realize the Second Access Road Alternative has pros and cons. Placing a traffic light at Olmeda Way is beneficial because it will allow the residents to exit their neighborhood due to the extra traffic that will be impacting our neighborhood. The negative aspect of this traffic light at Olmeda Way is that it will add an unsightly large piece of equipment to our planned community. Although the traffic study conducted for this review indicates that it will not impact the roads significantly. (S-3) Significantly is a choice word indicating worth of importance. Maybe not significant to the college or the city, but it is significant to our community especially the neighborhood. Consider this Third Alternative Plan for a Second Access Road Alternative. Purchase the building below Palomar site where Sharp Health Care is currently. Make second access road come through this parking lot onto Via Tazon. This would provide vehicles to be closer to Transit Parking Station and reduce traffic directly onto Rancho Bernardo Road. A bus stop could be placed on Via Tazon close to the second access road. Drivers would have the option to turn towards public transit or proceed to another I-5 Intersection at Bernardo Center Road. Alternatively, drivers could turn towards Rancho Bernardo Road with an already existing traffic light.

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Sincerely,

Eelia Henderscheid and Dale Henderscheid  
Rancho Bernardo Residents in Westwood

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**Subject:** FW: PALOMAR COLLEGE EIR Response

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**From:** Chris Henroid [<mailto:chenroid@roadrunner.com>]

**Sent:** Monday, December 07, 2015 9:27 PM

**To:** Astl, Dennis D. <[dastl@palomar.edu](mailto:dastl@palomar.edu)>; Halcon, John <[jhalcon@palomar.edu](mailto:jhalcon@palomar.edu)>; [markevilsizer@aol.com](mailto:markevilsizer@aol.com); Hensch, Nancy A. <[nhensch@palomar.edu](mailto:nhensch@palomar.edu)>; [nancychadwick@cox.net](mailto:nancychadwick@cox.net); McNamara, Paul <[pmcnamara@palomar.edu](mailto:pmcnamara@palomar.edu)>; [assemblymember.maienschein@assembly.ca.gov](mailto:assemblymember.maienschein@assembly.ca.gov); [markkersey@sandiego.gov](mailto:markkersey@sandiego.gov); [kevinfaulconer@sandiego.gov](mailto:kevinfaulconer@sandiego.gov); [BFennessy@sandiego.gov](mailto:BFennessy@sandiego.gov)

**Subject:** PALOMAR COLLEGE EIR Response

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Respectfully,

Chris Henroid

Rancho Bernardo Resident

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**Subject:** FW: comments on Palomar Community College EIR - Rancho Bernardo Campus  
**Attachments:** PalomarEIRletter-final.pdf

**From:** [Rbns1Nest@aol.com](mailto:Rbns1Nest@aol.com) [<mailto:Rbns1Nest@aol.com>]  
**Sent:** Friday, December 04, 2015 11:38 AM  
**To:** Astl, Dennis D. <[dastl@palomar.edu](mailto:dastl@palomar.edu)>  
**Cc:** [phallhomes@gmail.com](mailto:phallhomes@gmail.com)  
**Subject:** comments on Palomar Community College EIR - Rancho Bernardo Campus

Good morning Mr. Astl,

The [Rancho Bernardo Community Council](#) unanimously agreed on December 3, 2015 at the full board meeting to send the attached comments regarding the Palomar Community College EIR - Rancho Bernardo Campus.

A hard copy has been placed in the mail. The attached copy is being sent in the event the hard copy is not received by the deadline of December 7, 2015.

We look forward to working with Palomar Community College on any concerns which the community of Rancho Bernardo may have relating to the campus,

Regards,

Robin Kaufman  
President, Rancho Bernardo Community Council  
'Your Voice in the Community'  
Established 1971  
[www.RBCommunityCouncil.com](http://www.RBCommunityCouncil.com)



12463 Rancho Bernardo Road, #523  
San Diego, CA, 92128

December 3, 2015

Mr. Dennis Astl  
Palomar Community College District, San Marcos Campus  
1140 West Mission Road  
San Marcos, CA 92069-1487

RE: Comment on the Draft Environmental Impact Report for Palomar Community College, Rancho Bernardo Campus

Dear Mr. Astl:

The Rancho Bernardo Community Council's Government Relations Committee reviewed the analysis provided in the draft Environmental Impact Report (EIR) prepared for the Palomar Community College District (PCCD) Rancho Bernardo Campus on November 5, 2015. Several concerns were addressed and brought to the full board for consideration.

During the December 3, 2015 full board meeting, the Rancho Bernardo Community Council voted 15-0-0 to approve a motion to submit the following concerns regarding the adequacy of the draft EIR:

- 1) Parking – There is presently no discussion in the draft EIR related to parking. The Rancho Bernardo Community Council encourages you to review parking to ensure there will not be an overflow of parking into adjacent streets and the neighboring industrial area. We are suggesting that after the first year of free parking for students, you consider incorporating the cost of parking into the tuition so students will feel the need to park on campus; provide various incentives for carpooling; provide shuttle transportation to/from the local regional transit system to students and staff.
- 2) Traffic Study – The draft EIR used a trip generation of .55 trips per student, comparing the Rancho Bernardo campus to the already existing Escondido Campus because '...the location was considered comparable since the site is both in the District and operates similarly to the North Education Center with similar number of students.'

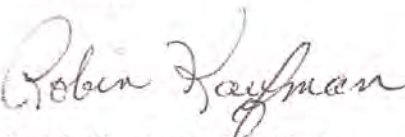
The two campuses differ greatly as there is an established bus route within a short walk of the Escondido campus, while the closest bus stop to the Rancho Bernardo campus is a half mile away. Due to the distance of a bus stop to the Rancho Bernardo campus, the Rancho Bernardo Community Council feels students will be less willing to utilize public transportation. Another major difference is the number of entrances and exits. While the Escondido campus has four entrances and exits, the Rancho Bernardo campus only has one entrance and exit. Due to these concerns, The Rancho Bernardo Community Council believes the draft EIR does not seem to adequately evaluate the traffic associated with the Rancho Bernardo campus. We also believe the traffic study has not taken into consideration the traffic generated on Rancho Bernardo Road and West Bernardo Drive intersection by newer projects in the area such as the Sharp Rees-Stealy facility located on West Bernardo Drive, immediately south of Rancho Bernardo Road.



- 3) Driveway being ADA Compliant – The Americans with Disabilities Act (ADA) of 1990 was enacted to prohibit discrimination against persons with disabilities access to public entities and accommodations. The draft EIR makes no mention of making the only present entrance/exit ADA compliant, affording easy access to the campus for anyone with a potential physical challenge. The Rancho Bernardo Community Council would like to see the entrance/exit adjusted to afford easy access to all who may want to enter the campus.
- 4) Noise – The draft EIR states that outdoor construction activities would occur between 7:00 a.m. and 7:00 p.m. of any day which is in compliance with the City of San Diego. The EIR goes on to state that there will also be night and/or weekend work. If night work may occur, the Rancho Bernardo Community Council believes the EIR should address any nuisance noise associated with close proximity to a residential area. Due to the equipment noise which can easily impact nearby residents, the Rancho Bernardo Community Council requests construction to be limited to only 7 pm.

The Rancho Bernardo Community Council appreciates being afforded an opportunity to submit comments on the draft EIR. We would greatly appreciate being notified of any future public comment opportunities.

Sincerely,



Robin Kaufman, President  
Rancho Bernardo Community Council

cc: City Councilmember Mark Kersey  
Assemblyman Brian Maienschein



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**Subject:** FW: save westwood

**From:** Nita [<mailto:just4nl@aol.com>]

**Sent:** Wednesday, November 18, 2015 1:40 PM

**To:** Astl, Dennis D. <[dastl@palomar.edu](mailto:dastl@palomar.edu)>; Halcon, John <[jhalcon@palomar.edu](mailto:jhalcon@palomar.edu)>; [markevilsizer@aol.com](mailto:markevilsizer@aol.com); Hensch, Nancy A. <[nhensch@palomar.edu](mailto:nhensch@palomar.edu)>; [nancyhadwick@cox.net](mailto:nancyhadwick@cox.net); McNamara, Paul <[pmcnamara@palomar.edu](mailto:pmcnamara@palomar.edu)>; [assemblymember.maienschein@assembly.ca.gov](mailto:assemblymember.maienschein@assembly.ca.gov); [markkersey@sandiego.gov](mailto:markkersey@sandiego.gov); [kevinfaulconer@sandiego.gov](mailto:kevinfaulconer@sandiego.gov)

**Subject:** save westwood

Nita Keith  
11254 Florindo Rd, San Diego, CA 92127

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4 Nov 2015  
Dennis Astl  
Palomar Community College District, San Marcos Campus  
1140 West Mission Road  
San Marcos, Ca 92069-1487  
[dastl@palomar.edu](mailto:dastl@palomar.edu)

RE: PALOMAR COLLEGE EIR Response

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Nita Keith  
Rancho Bernardo-Westwood Resident  
[just4nl@aol.com](mailto:just4nl@aol.com)

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**Subject:** FW: Palomar College EIR Response

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**From:** Dennis Kingery [<mailto:dhkingery@hotmail.com>]

**Sent:** Wednesday, December 02, 2015 9:52 PM

**To:** Astl, Dennis D. <[dastl@palomar.edu](mailto:dastl@palomar.edu)>

**Cc:** [BFennessy@sandiego.gov](mailto:BFennessy@sandiego.gov); [markkersey@sandiego.gov](mailto:markkersey@sandiego.gov); [kevinfaulconer@sandiego.gov](mailto:kevinfaulconer@sandiego.gov); [assemblymember.maienschein@assembly.ca.gov](mailto:assemblymember.maienschein@assembly.ca.gov); Halcon, John <[jhalcon@palomar.edu](mailto:jhalcon@palomar.edu)>; [markevilsizer@aol.com](mailto:markevilsizer@aol.com); [nancyhadwick@cox.net](mailto:nancyhadwick@cox.net); Hensch, Nancy A. <[nhensch@palomar.edu](mailto:nhensch@palomar.edu)>; McNamara, Paul <[pmcnamara@palomar.edu](mailto:pmcnamara@palomar.edu)>

**Subject:** Palomar College EIR Response

Dennis Astl  
1140 West Mission Road  
San Marcos, CA 92069-1487

RE: PALOMAR COLLEGE Environmental Impact Review Response

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Sincerely,

Dennis and Heather Kingery  
Rancho Bernardo Residents in Westwood

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**Subject:** FW: EIR response  
**Attachments:** Palomar EIR response letter.pdf  
**Importance:** High

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**From:** Mike Lutz [<mailto:manager@highcountrywest.com>]  
**Sent:** Sunday, November 22, 2015 3:31 PM  
**To:** Astl, Dennis D. <[dastl@palomar.edu](mailto:dastl@palomar.edu)>  
**Subject:** EIR response

Dennis, here is the EIR response letter from the Rancho Bernardo Community Planning Board. Please let me know if you need any further explanation. I also sent you a copy by US mail. Thanks

Mike Lutz  
Chair

**Rancho Bernardo Community Planning Board**

P.O. Box 270831, San Diego, CA 92198

[www.rbplanningboard.com](http://www.rbplanningboard.com)

November 19, 2015

Mr. Dennis Astl

Palomar Community College District, San Marcos Campus

1140 West Mission Road

San Marcos, CA 92069-1487

RE: Comment on the Draft Environmental Impact Report for the Palomar Community College District  
South Education Center

Dear Mr. Astl:

On November 19, 2015, the Rancho Bernardo Community Planning Board discussed the analysis provided in the draft Environmental Impact Report (EIR) prepared for the Palomar Community College District (PCCD) South Education Center. The Planning Board previously provided the PCCD with a letter, dated September 17, 2015, responding to the Notice of Preparation of the draft EIR. In that letter, the Board requested that a variety of issues be analyzed in the draft EIR, including issues related to aesthetics and visual quality, noise, transportation and traffic, parking, public services, and greenhouse gas emissions. Some of these issues were adequately addressed in the draft EIR, while others were not.

At the November 19, 2015 meeting, the Planning Board, by a vote of 11-0-0, approved a motion to forward to the PCCD the following concerns regarding the adequacy and accuracy of the draft EIR.

Noise – Page 3-11 states that outdoor construction activities would occur between 7:00 a.m. of any day (note that Section 59.5.0404 21.04 of the City of San Diego Municipal Code prohibits construction on Sundays) and 7:00 p.m.; however Table ES-1 includes a section that addresses “Night and/or Weekend Work.” This section implies that night work could be necessary during the course of construction. If there is the potential for night construction activity, the draft EIR should be revised to address the nuisance noise and land use compatibility issues associated with night construction in proximity to residential development. The sound of construction equipment back-up alarms can travel a significant distance, resulting in impacts to nearby residents attempting to sleep. To avoid confusion and significant adverse impacts to nearby residents, the construction contract should clearly state that no construction activity shall occur on the site after 7:00 p.m.

Transportation and Traffic – The San Diego Municipal Code Land Development Code Trip Generation Manual and the ITE Technical Council Committee both use a trip generation rate for a two-year community college of 1.6 trips per student. The traffic analysis conducted for the South Education Center used a significantly lower trip generation rate of 0.55 trips per student. This generation rate was based on a specific trip generation study performed at the Palomar Community College Escondido Education Center which according to the draft EIR was used because the “location was considered comparable since this site is both in the District and operates similarly to the North Education Center with similar number of students.” There is however a significant difference between the two sites, the Escondido Education Center is located along an established bus route (NCTD 351), which has a bus stop located within a walking distance of one minute from the campus. The proposed South Education

Center is not located directly adjacent to a bus line and the nearest bus stop is approximately 0.5 miles from the entrance to the proposed South Education Center access drive. As result, the Planning Board believes students would be less likely to choose transit to access the South Education Center, resulting in a trip generation rate higher than 0.55 trips per student. Therefore, the draft EIR does not appear to accurately evaluate the impacts to traffic associated with this proposal. Additionally, we continue to have concerns with the level of service analysis provided for the intersection of Rancho Bernardo Road and West Bernardo Drive because the traffic analysis does not appear to take into consideration the traffic that will be generated from the Sharp Rees-Stealy project currently under construction just to the south of this intersection.

The cumulative effects to traffic circulation of the proposed PCCD project along with other projects currently being developed and/or planned for the area are not adequately addressed in the draft EIR. To minimize the potential effect of the proposed project on traffic volumes in the area, the Planning Board continues to request that PCCD establish convenient access to the regional transit system for students and faculty.

Parking – Despite our request that the draft EIR evaluate the adequacy of the parking plan for the proposed project, there is no discussion in the draft EIR related to parking. Although the Initial Study Checklist from the CEQA Guidelines does not address parking, in *Taxpayers for Accountable School Bond Spending v. San Diego USD* (April 25, 2013) 215 Cal.App.4th 1013, the Court disagreed with the assertion that parking can never be a primary physical impact on the environment. The absence of parking on the list of impacts in the Guidelines does not mean it is not a physical effect. “[R]egardless of whether parking is considered a primary or secondary impact of a project, a project’s impact on parking generally should be studied for any potential impact on the environment.” On that basis, the Court found that the MND failed to adequately analyze the project’s effect on parking in the area and that “extensive evidence” from area residents in the form of “personal observations and opinions” constituted substantial evidence that there may be a significant effect on parking.

The draft EIR should have analyzed this issue and either demonstrated that adequate parking was being provided, or incorporated appropriate mitigation measures to ensure that parking from the project will not overflow into the adjacent residential neighborhood to the north and the surrounding industrial area. The Planning Board suggests the following mitigation measures: free on-site parking for all students and faculty; the provision of incentives, such as choice parking spots, for carpoolers; and the provision of convenient access to the regional transit system.

The Rancho Bernardo Community Planning Board appreciates the opportunity to provide comments on the draft EIR and would appreciate notification of upcoming public hearings related to the project.

Sincerely,



Mike Lutz, Chairman  
Rancho Bernardo Community Planning Board

Attachment: Letter of Response to the NOP for the draft EIR, dated September 17, 2015

cc: City Councilmember Mark Kersey  
Tony Kempton, City of San Diego Planning Department  
Assemblyman Brian Maienschein, District 77



**Rancho Bernardo Community Planning Board**

P.O. Box 270831, San Diego, CA 92198

[www.rbplanningboard.com](http://www.rbplanningboard.com)

September 17, 2015

Mr. Dennis Astl  
Palomar Community College District, San Marcos Campus  
1140 West Mission Road  
San Marcos, CA 92069-1487

RE: Notice of Preparation to Prepare an Environmental Impact Report for the Palomar Community College District South Education Center

Dear Mr. Astl:

On September 17, 2015, the Rancho Bernardo Community Planning Board reviewed the information provided in the Notice of Preparation (NOP) to prepare an Environmental Impact Report (EIR) for the Palomar Community College District (PCCD) South Education Center. The NOP was first reviewed by the Planning Board's Development Review Committee (DRC) on September 9, at which time representatives from PCCD were present to provide information about the project and to receive initial input from the DRC. The recommendations from the DRC were then forwarded to the full Planning Board for consideration.

**Project Description:**

The project, as presented in the NOP, involves the construction and operation of a new southern campus for the PCCD in Rancho Bernardo. The 27-acre project site is located at 11111 Rancho Bernardo Court, at the intersection of Rancho Bernardo Road and Matinal Road. The project site was previously graded and partially developed in accordance with development plans approved by the City of San Diego for three 110,000-square-foot office buildings. PCCD proposes to maintain the existing access road and extend it around the site to provide a better connection to an existing parking structure. The existing four-story building will be converted to a full service education center (110,000 square feet). A 1,000-square-foot campus police facility and an outdoor quad area will be constructed to the northeast of the existing parking structure. Project construction will occur over a period of approximately 18 months, with the campus intended to be operational in fall 2017. The maximum capacity of the facility is 3,470 full time equivalent students (FTES), supported by 38 full-time equivalent faculty and 37 staff/administrators. Operating hours will be 7 am to 10 pm, Monday through Friday. A 150-seat community room could be available for use on the weekends.

**Responses to the NOP:**

Description of the Project - The draft EIR should provide a detailed description of all aspects of the project including construction and long-term operation. The grading proposed to create a new internal access road to the parking structure, and any other grading that may be required, should be described in terms of volumes of cut and fill, maximum slope gradients, erosion control measures

incorporated into the scope of the project both during construction and over the life of the project. Although not addressed in the NOP, if material is to be removed from the site, the total cubic yards of material to be transported off the site should be provided along with information regarding the number of truck trips that would be generated by this activity and the route that would be used to transport the material from the project site to an appropriate disposal site. If any encroachment into existing open space is necessary, that too should be addressed.

The project description should also provide general information about the types of construction activity that will occur on the site and the anticipated work hours/days. If construction is proposed at night, then additional information regarding night lighting and anticipated noise levels should also be provided.

The project description should also address the building design, lighting of roadways, sidewalks, buildings, and parking areas, and the types and extent of signage to be provided on site.

Although the NOP does not imply that there are any plans for the future expansion of the proposed facility, if there is the potential for expansion at this site to accommodate additional full time equivalent students at some point in the future, that information should be addressed in the draft EIR in accordance with CEQA.

Aesthetics/Visual Quality – The project site may be visible from one or more residential areas in Rancho Bernardo, therefore, the draft EIR should analyze the potential impacts related to night lighting from building illumination, lighted signage, lighting in the parking lot and parking structure, security lighting, and lighting along the access road and new loop road. To minimize impacts related to lighting, including impacts to Palomar Observatory from sky glow, all lighting should be shield to direct lighting downward while still providing lighting to ensure adequate security on the site.

Noise – The draft EIR should address potential noise impacts to nearby residential development during construction, as well as during the long term operation of the facility. Noise sources might include the use of outdoor public address systems, audible sounds to announce the start or end of class, and outdoor student activities. Appropriate mitigation measures should be developed and incorporated into the scope of the project as applicable.

Transportation and Traffic – A traffic study should be conducted for the project that addresses existing and projected future traffic volumes in the project vicinity; including but not limited to the intersections along Rancho Bernardo Road immediately to east and west of the project site (e.g., Via del Campo, Matinal Road, Via Tazon, West Bernardo Drive, north and southbound I-15 ramps, Bernardo Center Drive, Pomerado Road, and Duenda). The traffic study should also analyze potential alternative travel routes that may develop as drivers seek alternative ways to move through the area. Of particular concern are the streets in the Westwood neighborhood. The cumulative effects to traffic circulation of this project along with other projects currently being developed and/or planned for the area (e.g., construction of a new Sharp Rees-Sealy facility on West Bernardo Drive) should also be addressed. Improving access to transit should be evaluated as a possible mitigation measure for impacts related to traffic congestion.

Rancho Bernardo Community Planning Board  
NOP – Palomar Community College District Southern Campus

Parking – The project is planned to accommodate 3,470 FTES and 75 faculty, staff, and administrators. A total of 792 on-site parking spaces are proposed. The draft EIR should describe how the total parking spaces to be provided will or will not be adequate to accommodate all users. If adequate spaces are not available on site or if there will be a charge for parking, the draft EIR must address the potential effects to the surrounding area as users attempt to find parking offsite. No parking is permitted along Rancho Bernardo Road and no transit opportunities are currently available along Rancho Bernardo Road in the vicinity of the project, therefore, the only nearby alternative would be the Westwood community to the north. Adequate mitigation should be provided to ensure that the Westwood community is not adversely affected by parking issues related to the current proposal.

Public Services – The draft EIR should evaluate the potential effect that this facility could have on current response times at the Rancho Bernardo Fire Station.

Greenhouse Gas (GHG) Emissions – A potential GHG reduction strategy would be establishing a transit route from the Rancho Bernardo Transit Center to the proposed campus, which would reduce the number of trips generated by the project.

The Rancho Bernardo Community Planning Board appreciates the opportunity to provide responses to the NOP for this project and we look forward to reviewing the draft EIR when it is made available for public review and comment.

Sincerely,



Mike Lutz, Chairman  
Rancho Bernardo Community Planning Board

cc: City Councilmember Mark Kersey  
Tony Kempton, City of San Diego Planning Department

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**Subject:** FW: Concern regarding PALOMAR COLLEGE EIR

**From:** Chee Qi Mao [<mailto:maoqi.edu@gmail.com>]

**Sent:** Friday, December 04, 2015 10:31 AM

**To:** Astl, Dennis D. <[dastl@palomar.edu](mailto:dastl@palomar.edu)>; Halcon, John <[jhalcon@palomar.edu](mailto:jhalcon@palomar.edu)>; [markevilsizer@aol.com](mailto:markevilsizer@aol.com); Hensch, Nancy A. <[nhensch@palomar.edu](mailto:nhensch@palomar.edu)>; [nancyhadwick@cox.net](mailto:nancyhadwick@cox.net); McNamara, Paul <[pmcnamara@palomar.edu](mailto:pmcnamara@palomar.edu)>; [assemblymember.maienschein@assembly.ca.gov](mailto:assemblymember.maienschein@assembly.ca.gov); [markkersey@sandiego.gov](mailto:markkersey@sandiego.gov); [kevinfaulconer@sandiego.gov](mailto:kevinfaulconer@sandiego.gov)

**Subject:** Concern regarding PALOMAR COLLEGE EIR

Hi,

I appreciate the opportunity to respond to the Environmental Impact Report for the Palomar College South Campus that will be located in my community across from my neighborhood.

The first response is to request the NO PROJECT ALTERNATIVE. I do not feel that the plans put forth by Palomar College and those described in the EIR will adequately enrich our wonderfully planned community. Parking is ill-defined in the Report. An inadequate review of the parking requirements and potential impacts on the surrounding neighborhoods has not been done. This will have a cumulative impact on our community contrary to the way this term is used in the Report.

The Report doesn't state specifics in the Master Plan for the amount of parking needed at the new campus. If not enough parking spots are built, students and faculty will park in businesses and the nearby neighborhood of Westwood. (S-2. #7) (6.5) The lack of parking clearly does not meet Project Objective #8 that states the campus will reflect its 'surrounding environment'. (S-2. #8) Students will have to walk to campus over half a mile from a bus stop because the EIR doesn't allow for making one closer to the campus. How can this be ADA approved? Project Objective #7 states it is to 'develop a comprehensive education center campus experience that reflects its surrounding environment'. (S-2) The environment Palomar will be surrounding is a planned community that takes great pride in its clean streets, safe pedestrian cross walks, and cycling enthusiasts. Please build more parking spots so that our community environment (neighborhood and businesses) will not be burdened with excess vehicles. It is also for the safety of the STUDENT PEDESTRIANS so they will not have to cross a busy intersection at the entrance to the college. The Summary of Cumulative Impacts does effect of future buildings on this site either. This will significantly affect the parking allocated for the campus. This EIR doesn't seem to take into account the Master Plan, PCCD 2022. There are 792 current parking spots with at least 1500 people attending this site daily. It is unrealistic to think that half of these people will use alternate types of transportation. Furthermore, the impact of over 3500 people attending this site makes the parking allotment extremely significant. (4.1. pg. 3) How can a cumulative impact NOT occur in this area? Project Objectives #5 says the campus will be 'self-sufficient/self-sustaining so as not to create a drain on the resources of the PCCD'. What about being self-sufficient/self-sustaining so as not to create a drain on the community? Not building enough parking spots on the campus will create a drain and ill-rapport in the community. We, the community neighborhood, will have to pay for residential parking permits so we can park in front of our own homes due to students that will be parking in our neighborhood. It will happen. With the City of San Diego having six Community Parking Districts, five Residential Permit Parking Areas, and Chula Vista establishing a Residential Parking Area, all because of inadequate supplies of parking availability. And at least five of all these areas are due to college students infringing on neighborhoods. Project Objective #6 'repurposes an existing facility in order to maximize district resources'. Why not use our tax payer dollars which support Prop M and build adequate parking on this site. Project Objective #10, the 'support amenities', should include sufficient parking spots. (3.4.1 pg. 3-11) A total capacity of 3,470 FTES and 75 staff is not



addressed in the EIR analysis regarding parking requirements to meet this number of students and faculty. (3.4.2 pg. 3-11) It simply assumes that “adequate parking will be provided on-site to accommodate all students. The EIR presents no measures to mitigate any potential shortage of parking. This is a significant omission in the EIR analysis.

A secondary access SHOULD be made for traffic congestion and not be an alternative suggestion. Being a reasonable citizen, I realize the Second Access Road Alternative has pros and cons. Placing a traffic light at Olmeda Way is beneficial because it will allow the residents to exit their neighborhood due to the extra traffic that will be impacting our neighborhood. The negative aspect of this traffic light at Olmeda Way is that it will add an unsightly large piece of equipment to our planned community. Although the traffic study conducted for this review indicates that it will not impact the roads significantly. (S-3) Significantly is a choice word indicating worth of importance. Maybe not significant to the college or the city, but it is significant to our community especially the neighborhood. Consider this Third Alternative Plan for a Second Access Road Alternative. Purchase the building below Palomar site where Sharp Health Care is currently. Make second access road come through this parking lot onto Via Tazon. This would provide vehicles to be closer to Transit Parking Station and reduce traffic directly onto Rancho Bernardo Road. A bus stop could be placed on Via Tazon close to the second access road. Drivers would have the option to turn towards public transit or proceed to another I-5 Intersection at Bernardo Center Road. Alternatively, drivers could turn towards Rancho Bernardo Road with an already existing traffic light.

The Project Level Environmental Impacts and Mitigation Measures Table both dismiss a small significant amount of traffic and safety creating problems with the public Circulation System Performance. The proposed looped roadway just has faculty and staff running in circles because Palomar deems a second access road as an alternative solution rather than being PART of the solution. How can adding 1500 people a day NOT disrupt a public system NOT designed for this additional amount of people? This table further dismisses how 1500 people would not disrupt the Congestion Management Plan and the inadequate Emergency Access. How will fire and rescue or ambulances get into Palomar soon enough when traffic is at its peak? As far as the Alternative Transportation Facilities, there is no public transit bus stop close enough for students and faculty. (S-14) For Long-Term Intersection Operations, how can the Delay change decrease when the Delay itself increased 12.9 points? The Long-Term Roadway Segment Operations change did indicate an increase. Do these tables take into account the PCCD 2022 figures for when the new campus is at maximum capacity OR just the first year? Adding 1500, and increasing to 3500 people on this road during a firestorm will delay evacuations further than they were in 2007. (4.8 pg. 13, 27) Under Standards of Significance, this EIR contradicts itself by referencing a proposed City adopted congestion management plan then the EIR says the city doesn't have a plan. I-15 is a roadway that serves the Congested Management Plan. One of the two government agencies is not in compliance. (4.8 pg. 28)

Chapter 4.8 section 3.4, states the actual Alternative Transportation Facilities would not be affected but I contend the increase in traffic from Palomar faculty and students WILL make for hazardous conditions for pedestrians and bicyclists that walk and ride in our beautiful community. I disagree that the proposed project would not interfere with pedestrian safety when over 3500 vehicles will descend on our community. Again, the numbers of vehicles taken into consideration from the Master Plan has not been reviewed in this survey. (4.8 pg. 31) A secondary access road will reduce traffic through our neighborhood allowing for alternative access to the campus thereby preserving our peaceful area for safe walking and cycling. Project Objective #11 states Palomar will ‘ensure that the faculty maximizes the safety of the students, faculty, and staff’. Ensure this by building more parking spots and a second access for their safety due to the safety concerns also listed in Project Objective #8. Building a transit bus stop on campus or at least offer a shuttle service to the local transit station to increase the safety of the students and faculty.

In closing, the Mitigation measures state that “although no mitigation measures are required, the PCCD will work with the City to determine other ways to improve access to the project site”. (4.8 pg. 28) Thank you for

recognizing that your business will impact our community. Please provide extra parking spots, the Third Alternative Access Road, and a transit bus stop to indicate your good neighbor approach in our community. We take great pride in being from RB and embrace our traditions. I would like to see you become a meaningful part of our community. By taking our responses into consideration and implementing our reasonable requests, it will ensure us of your honest desire to become that comprehensive education center campus which reflections on and has respect for its neighborhood environment and be a true part of our community.

Respectfully,

Qi Mao

Libertad Dr, San Diego, CA, 92127

Rancho Bernardo-Westwood Resident

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**Subject:** FW: Do You Teach Math? (South Ed. Center)

**Importance:** High

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**From:** Christa Martin [<mailto:strategen@yahoo.com>]

**Sent:** Sunday, November 08, 2015 10:19 AM

**To:** Astl, Dennis D. <[dastl@palomar.edu](mailto:dastl@palomar.edu)>

**Subject:** Do You Teach Math?

Dear Palomar College,

Let's do the math!

792 parking spaces available

Number of classes per hour:

Number of students per class:

Number of faculty required per hour:

Number of facility staff required per hour:

Total number of people per hour equals?

Total number of people - 792 parking spaces = ?

Let me help!

At an enrollment of 30 students per class, one teacher per class and 0.2 staff allotted (31.2 people) you can run only approximately 25 classes at any given time. (25.38)

What are the numbers?

Please do the math and respond back

Westwood resident,

Christa Martin [strategen@yahoo.com](mailto:strategen@yahoo.com)

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**Subject:** FW: PLEASE HELP & GIVE HOPE FOR OUR BELOVED NEIGHBORHOOD/WESTWOOD, RANCHO BERNARDO  
**Attachments:** PALOMAR COLLEGE EIR RESPONSE.docx

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**From:** Maggie Massery [<mailto:maggieandrocky@san.rr.com>]

**Sent:** Sunday, December 06, 2015 8:39 PM

**To:** Astl, Dennis D. <[dastl@palomar.edu](mailto:dastl@palomar.edu)>; Halcon, John <[jhalcon@palomar.edu](mailto:jhalcon@palomar.edu)>; [markevilsizer@aol.com](mailto:markevilsizer@aol.com); Hensch, Nancy A. <[nhensch@palomar.edu](mailto:nhensch@palomar.edu)>; [nancyhadwick@cox.net](mailto:nancyhadwick@cox.net); McNamara, Paul <[pmcnamara@palomar.edu](mailto:pmcnamara@palomar.edu)>; [assemblymember.maienschein@assembly.ca.gov](mailto:assemblymember.maienschein@assembly.ca.gov); [markkersey@sandiego.gov](mailto:markkersey@sandiego.gov); [kevinfaulconer@sandiego.gov](mailto:kevinfaulconer@sandiego.gov); [BFennessy@sandiego.gov](mailto:BFennessy@sandiego.gov)

**Subject:** PLEASE HELP & GIVE HOPE FOR OUR BELOVED NEIGHBORHOOD/WESTWOOD, RANCHO BERNARDO

Hello & Thanks for your attention.

The attached 2 page document was prepared by one of my neighbors, Terry Norwood, and is an apt conveyance of the widespread concerns of citizens in our wonderful neighborhood. You should simply try to sit in the line of current & worsening "L.A.-style" traffic on Rancho Bernardo Road, trying to enter freeways, especially in the morning and evening and spilling over into our side-streets. If Palomar College opens, the traffic will become beyond gridlock, literally for miles, every day & evening. We own a wonderful home off the Matinal Rd area of Westwood, and when the college students/staff "discover" this is a short-cut around the major streets...needless to tell you...our neighborhood will be just horribly impacted. There is already gridlock on streets around Westwood Elementary at certain times daily. With hundreds of more cars a day, the safety of the children will be compromised in this area, and the traffic volume & dangers extreme. We worry about property values. We have thought about & talked about & worried about possibly moving away from our beloved home and neighborhood and everything we love here. To us, as citizens & residents & homeowners, this is a pending disaster and there will be no turning back & so very sad.

Thank you & I appreciate you if you took time to read this. Your time & caring is very appreciated.

Mrs. Mary Massery

Matinal Circle, Rancho Bernardo 92127

[maggieandrocky@san.rr.com](mailto:maggieandrocky@san.rr.com)

I also want to express agreement with some comments made by Keith Mikas as stated below:

Comments:

Section 6.2 indicates that an alternative solution of relocating this south campus to another site was rejected. This campus site will greatly impact the neighborhood and businesses with too much traffic and excess parking nuisances to forever change the character and atmosphere of this town. Give us the facts. Is it a projected enrollment of 47,500 by 2010 or 2022 according to the PCCD's for each respective year? And, whose environmental impacts would be reduced, the San Marcos campus or the Rancho Bernardo Campus? And speaking of new facilities proposed, tell us about them. These building are not specifically addressed. There is no transparency in this report.

In 6.5, you propose a new second access road OR an interior lopped road as if one or the other may not both be realized? This is a travesty to the Master Plan. As you point out in 6.5 Ability to Attain Project Objectives, both of these options needs to be mitigated to be built. You furthermore state the aesthetics of our community will be



compromise. ?? Do not compromise the aesthetics of our community as you say the second access will do . Instead build the second access road on Via Taxon. (Alternative wording: A better solution would be to build the second access road on Via Tazon.)

THREE large metal poles with hanging lights in one area will definitely impose an impact AESTHETICALLY. This is not what we want for our community. but another traffic signal would not only make our community compromised aesthetically, but in section S-14 and \_\_\_\_, you call it a reduced impact! I believe this would also be called a cumulative impact.

How can you estimate the Near-Term With-Project operations when the school has not even opened? We, a community, are not allowed to have a Community Parking District or Residential Permit Parking Area until after the school is open creating a burden in our community. Therefore, how can the community of Rancho Bernardo know for certain that the Near-Term With-Project operations calculations take into account the PCCD 2022 Plan? (Chapter 4.8. pg 20)

Thank you  
Mikas for Council 2016  
<http://www.keith2016.com/>

RE: PALOMAR COLLEGE EIR Response

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The first response is to request the NO PROJECT ALTERNATIVE. I do not feel that the plans put forth by Palomar College and those described in the EIR will adequately enrich our wonderfully planned community. Parking is ill-defined in the Report. An inadequate review of the parking requirements and potential impacts on the surrounding neighborhoods has not been done. This will have a cumulative impact on our community contrary to the way this term is used in the Report.

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In closing, the Mitigation measures states that "although no mitigation measures are required, the PCCD will work with the City to determine other ways to improve access to the project site." (4.8 pg. 28) Thank you for recognizing that your business will impact our community. Please provide extra parking spots, the Third Alternative Access Road, and a transit bus stop to indicate your good neighbor approach in our community. We take great pride in being from RB and embrace our traditions. I would like to see you become a meaningful part of our community. By taking our responses into consideration and implementing the most vocal will ensure us of your honest desire to become part of our community.

Respectfully,

Terry Norwood

Rancho Bernardo Resident

---

**Subject:** FW: PALOMAR COLLEGE EIR

**Importance:** High

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**From:** Keith Mikas [<mailto:mikas@earthlink.net>]

**Sent:** Friday, November 06, 2015 1:43 PM

**To:** Astl, Dennis D. <[dastl@palomar.edu](mailto:dastl@palomar.edu)>

**Subject:** RE: PALOMAR COLLEGE EIR

I appreciate the opportunity to respond to the Environmental Impact Report for the Palomar College South Campus that will be located in my community across from my neighborhood.

A secondary access SHOULD be made for traffic congestion and not be an alternative suggestion. Being a reasonable citizen, I realize the Second Access Road Alternative has pros and cons. Placing a traffic light at Olmeda Way is beneficial because it will allow the residents to exit their neighborhood due to the extra traffic that will be impacting our neighborhood. The negative aspect of this traffic light at Olmeda Way is that it will add an unsightly large piece of equipment to our planned community. Although the traffic study conducted for this review indicates that it will not impact the roads significantly. (S-3) Significantly is a choice word indicating worth of importance. Maybe not significant to the college or the city, but it is significant to our community especially the neighborhood. Consider this Third Alternative Plan for a Second Access Road Alternative. Purchase the building below Palomar site where Sharp Health Care is currently. Make second access road come through this parking lot onto Via Tazon. This would provide vehicles to be closer to Transit Parking Station and reduce traffic directly onto Rancho Bernardo Road. A bus stop could be placed on Via Tazon close to the second access road. Drivers would have the option to turn towards public transit or proceed to another I-5 Intersection at Bernardo Center Road. Alternatively, drivers could turn towards Rancho Bernardo Road with an already existing traffic light.

Respectfully,

Keith Mikas

Matinal Road / Westwood / Rancho Bernardo Resident



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**Subject:** FW: EIR and Palomar campus

**From:** [johnnymiya@juno.com](mailto:johnnymiya@juno.com) [<mailto:johnnymiya@juno.com>]

**Sent:** Monday, December 07, 2015 7:25 PM

**To:** Astl, Dennis D. <[dastl@palomar.edu](mailto:dastl@palomar.edu)>; Halcon, John <[jhalcon@palomar.edu](mailto:jhalcon@palomar.edu)>; [markevilsizer@aol.com](mailto:markevilsizer@aol.com); Hensch, Nancy A. <[nhensch@palomar.edu](mailto:nhensch@palomar.edu)>; [nancyhadwick@cox.net](mailto:nancyhadwick@cox.net); McNamara, Paul <[pmcnamara@palomar.edu](mailto:pmcnamara@palomar.edu)>; [markkersey@sandiego.gov](mailto:markkersey@sandiego.gov); [kevinfaulconer@sandiego.gov](mailto:kevinfaulconer@sandiego.gov); [bfennessy@sandiego.gov](mailto:bfennessy@sandiego.gov)

**Subject:** EIR and Palomar campus

Johnny Miyasaki  
Capilla Rd, San Diego, CA 92127

12-7-2015

To All,

I know that the Palomar campus is going to be built, so this letter is not to ask for the campus to be built. To give you some history. I have lived in Westwood since 1975 and in Poway since 1968. Mom and Dad worked for NCR and we moved down here when NCR came to RB from LA. I remember when NCR was really the only building on top of the hill RB road really stopped at Matinal (unless you wanted to go to 4S ranch and hit the dirt road at the end. I also can remember starting to drive in 1981 and seeing ALOT of traffic at RB Road and West Bernardo Dr. Now look at it. There is so much traffic going up RB Road now, it is extremely difficult to get out onto RB Road from Olmeda. With that said. I only ask that there be a traffic signal put at the intersection of Olmeda/ RB Road. My daughter starts driving next year and I dread her going that way at all. I have taken numerous traffic collision reports when I was in Patrol, I see this intersection as a problem for TC's inevitable. The speed that the cars reach going both ways on RB Road at Olmeda is excessive. Now add newer drivers coming from Palomar and you have a disaster waiting to happen. I suggest having a motor Officer (which is what I consider an expert) opinion on whether there should be a traffic signal at the intersection. That will give you the request that I am asking for. NIMBY is not what I am asking for. I am only asking for a 3 way traffic signal.

Sincerely

Johnny Miyasaki Family

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**Subject:**

FW: Palomar College Environmental Impact Review Response

**From:** Lawrence Morgan [<mailto:ldolmorgan@gmail.com>]**Sent:** Monday, November 30, 2015 10:50 PM**To:** Astl, Dennis D. <[dastl@palomar.edu](mailto:dastl@palomar.edu)>; Halcon, John <[jhalcon@palomar.edu](mailto:jhalcon@palomar.edu)>; [markevilsizer@aol.com](mailto:markevilsizer@aol.com); Hensch, Nancy A. <[nhensch@palomar.edu](mailto:nhensch@palomar.edu)>; [nancychadwich@cox.net](mailto:nancychadwich@cox.net); McNamara, Paul <[pmcnamara@palomar.edu](mailto:pmcnamara@palomar.edu)>; [assemblymember.maienschein@assembly.ca.gov](mailto:assemblymember.maienschein@assembly.ca.gov); [markkersey@sandiego.gov](mailto:markkersey@sandiego.gov); [kevinfaulconer@sandiego.gov](mailto:kevinfaulconer@sandiego.gov); [BFennessy@sandiego.gov](mailto:BFennessy@sandiego.gov)**Subject:** Palomar College Environmental Impact Review Response

My husband and I appreciate the opportunity given us to respond to the EIR which will place a campus across from our neighborhood. Our first response is to request the No Project Alternative. We remembered when we first drove down Matinal rd, to view our now home, the neighborhood felt peaceful and we immediately felt at home. Our kids adapted quickly to the neighbors, the neighborhood, the Westwood club and last but of course not the least, Westwood Elementary which our son attends. We say this to say that, we do not feel that the plan put forth by Palomar College and those described in the EIR will adequately enrich our wonderfully planned community.

1. Parking is ill-defined - Project Objective #8.
2. A secondary access should be made for traffic congestion - S-3 & S-14.3.
3. The Project Level Environment Impacts and Mitigation Measures Table both dismiss a small significant amount of traffic and safety creating problems with the public Circulation System Performance.
4. Chapter 4.8 & 3.4 - We request that parking be increased to accommodate current and future growth parking.
5. We request that PCCD will work with The City to determine other ways to improve access to project site. 4.8 pg. 28.

Respectfully,

Mr. and Mrs. Morgan

Rancho Bernardo- Westwood Resident

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**Subject:** FW: Palomar College EIR response  
**Attachments:** PALOMAR COLLEGE EIR Response (2) 2015.docx  
**Importance:** High

**From:** Terry Norwood [<mailto:terrynorwood68@gmail.com>]  
**Sent:** Monday, November 09, 2015 9:21 AM  
**To:** Astl, Dennis D. <[dastl@palomar.edu](mailto:dastl@palomar.edu)>; Halcon, John <[jhalcon@palomar.edu](mailto:jhalcon@palomar.edu)>; [markevilsizer@aol.com](mailto:markevilsizer@aol.com); Hensch, Nancy A. <[nhensch@palomar.edu](mailto:nhensch@palomar.edu)>; [nancychadwick@cox.net](mailto:nancychadwick@cox.net); McNamara, Paul <[pmcnamara@palomar.edu](mailto:pmcnamara@palomar.edu)>  
**Cc:** [kevinfaulconer@saniego.gov](mailto:kevinfaulconer@saniego.gov); [assemblymember.maienschein@assembly.ca.gov](mailto:assemblymember.maienschein@assembly.ca.gov); [MarkKersey@saniego.gov](mailto:MarkKersey@saniego.gov)  
**Subject:** Palomar College EIR response

Dear Mr. Astl and Palomar Board College,

Please find my response to the south campus EIR.

Respectfully,

Terry Norwood  
Rancho Bernardo-Westwood resident

Terry Norwood  
Matinal Rd, San Diego, CA 92127

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4 Nov 2015

Dennis Astl  
Palomar Community College District, San Marcos Campus  
1140 West Mission Road  
San Marcos, Ca 92069-1487  
dastl@palomar.edu

RE: PALOMAR COLLEGE EIR Response

I appreciate the opportunity to respond to the Environmental Impact Report for the Palomar College South Campus that will be located in my community across from my neighborhood.

The first response is to request the NO PROJECT ALTERNATIVE. I do not feel that the plans put forth by Palomar College and those described in the EIR will adequately enrich our wonderfully planned community. Parking is ill-defined in the Report. An inadequate review of the parking requirements and potential impacts on the surrounding neighborhoods has not been done. This will have a cumulative impact on our community contrary to the way this term is used in the Report.

The Report doesn't state specifics in the Master Plan for the amount of parking needed at the new campus. If not enough parking spots are built, students and faculty will park in businesses and the nearby neighborhood of Westwood. (S-2. #7) (6.5) The lack of parking clearly does not meet Project Objective #8 that states the campus will reflect its 'surrounding environment'. (S-2. #8) Students will have to walk to campus over half a mile from a bus stop because the EIR doesn't allow for making one closer to the campus. How can this be ADA approved? Project Objective #7 states it is to 'develop a comprehensive education center campus experience that reflects its surrounding environment'. (S-2) The environment Palomar will be surrounding is a planned community that takes great pride in its clean streets, safe pedestrian cross walks, and cycling enthusiasts. Please build more parking spots so that our community environment (neighborhood and businesses) will not be burdened with excess vehicles. It is also for the safety of the STUDENT PEDESTRIANS so they will not have to cross a busy intersection at the entrance to the college. The Summary of Cumulative Impacts does effect of future buildings on this site either. This will significantly affect the parking allocated for the campus. This EIR doesn't seem to take into account the Master Plan, PCCD 2022. There are 792 current parking spots with at least 1500 people attending this site daily. It is unrealistic to think that half of these people will use alternate types of transportation. Furthermore, the impact of over 3500 people attending this site makes the parking allotment extremely significant. (4.1. pg. 3) How can a cumulative impact NOT occur in this area? Project Objectives #5 says the campus will be 'self-sufficient/self-sustaining so as not to create a drain on the resources of the PCCD'. What about being self-sufficient/self-sustaining so as not to create a drain on the community? Not building enough parking spots on the campus will create a drain and ill-rapport in the community. We, the community neighborhood, will have to pay for residential parking permits so we can park in front of our own homes due to students that will be parking in our neighborhood. It will happen. With the City of San Diego having six Community Parking Districts, five Residential Permit Parking Areas, and Chula Vista establishing a Residential Parking Area, all because of inadequate supplies of parking availability. And at least five of all these areas are due to college students infringing on neighborhoods. Project Objective #6 'repurposes an existing facility in order to maximize district resources'. Why not use our tax payer dollars which support Prop M and build adequate parking on this site. Project Objective #10, the 'support amenities', should include sufficient parking spots. (3.4.1 pg. 3-11) A total capacity of 3,470 FTES and 75 staff is not addressed in the EIR analysis regarding parking requirements to meet this number of students and faculty. (3.4.2 pg. 3-11) It simply assumes that "adequate parking will be provided on-site to accommodate all students. The EIR presents no measures to mitigate any potential shortage of parking. This is a significant omission in the EIR analysis.

A secondary access SHOULD be made for traffic congestion and not be an alternative suggestion. Being a reasonable citizen, I realize the Second Access Road Alternative has pros and cons. Placing a traffic light at Olmeda Way is beneficial because it will allow the residents to exit their neighborhood due to the extra traffic that will be impacting our neighborhood. The negative aspect of this traffic light at Olmeda Way is that it will add an unsightly large piece of equipment to our planned community.

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Respectfully,

Terry Norwood  
Rancho Bernardo-Westwood Resident



---

**Subject:** FW: Environmental Impact Report for the Palomar College South Campus  
**Attachments:** PALOMAR COLLEGE EIR Response (2) 2015.docx

**From:** Teresa OConnor [<mailto:mrstjo@gmail.com>]

**Sent:** Saturday, December 05, 2015 9:56 AM

**To:** Astl, Dennis D. <[dastl@palomar.edu](mailto:dastl@palomar.edu)>; Halcon, John <[jhalcon@palomar.edu](mailto:jhalcon@palomar.edu)>; [markevilsizer@aol.com](mailto:markevilsizer@aol.com); Hensch, Nancy A. <[nhensch@palomar.edu](mailto:nhensch@palomar.edu)>; [nancychadwick@cox.net](mailto:nancychadwick@cox.net); McNamara, Paul <[pmcnamara@palomar.edu](mailto:pmcnamara@palomar.edu)>; [assemblymember.maienschein@assembly.ca.gov](mailto:assemblymember.maienschein@assembly.ca.gov); [markkersey@sandiego.gov](mailto:markkersey@sandiego.gov); [kevinfaulconer@sandiego.gov](mailto:kevinfaulconer@sandiego.gov)

**Subject:** Environmental Impact Report for the Palomar College South Campus

Please find the attached response letter to the proposed Palomar College South Campus.

Sincerely,  
Teresa J. O'Connor  
voter

Terry Norwood  
Matinal Rd, San Diego, CA 92127

---

4 Nov 2015

Dennis Astl  
Palomar Community College District, San Marcos Campus  
1140 West Mission Road  
San Marcos, Ca 92069-1487  
dastl@palomar.edu

RE: PALOMAR COLLEGE EIR Response

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Respectfully,

Terry Norwood  
Rancho Bernardo-Westwood Resident

---

**Subject:** FW: Palomar College EIR response  
**Attachments:** PALOMAR COLLEGE EIR Response (2) 2015.docx

**From:** [jim.kitty.pfeiffer@gmail.com](mailto:jim.kitty.pfeiffer@gmail.com) [<mailto:jim.kitty.pfeiffer@gmail.com>] **On Behalf Of** Jim Pfeiffer  
**Sent:** Saturday, November 28, 2015 10:43 AM  
**To:** Astl, Dennis D. <[dastl@palomar.edu](mailto:dastl@palomar.edu)>; Halcon, John <[jhalcon@palomar.edu](mailto:jhalcon@palomar.edu)>; [markevilsizer@aol.com](mailto:markevilsizer@aol.com); Hensch, Nancy A. <[nhensch@palomar.edu](mailto:nhensch@palomar.edu)>; [nancychadwick@cox.net](mailto:nancychadwick@cox.net); McNamara, Paul <[pmcnamara@palomar.edu](mailto:pmcnamara@palomar.edu)>; [assemblymember.maienschein@assembly.ca.gov](mailto:assemblymember.maienschein@assembly.ca.gov); [markkersey@sandiego.gov](mailto:markkersey@sandiego.gov); Mayor Kevin Faulconer <[kevinfaulconer@sandiego.gov](mailto:kevinfaulconer@sandiego.gov)>; [BFennessy@sandiego.gov](mailto:BFennessy@sandiego.gov)  
**Cc:** Terry Norwood <[terrynorwood68@gmail.com](mailto:terrynorwood68@gmail.com)>; [liltaz@mac.com](mailto:liltaz@mac.com)  
**Subject:** Palomar College EIR response

Dennis Astl

1140 West Mission Road  
San Marcos, Ca 92069-1487

RE: PALOMAR COLLEGE Environmental Impact Review Response

In my opinion (with my experience of 20 years living on Matinal), cut-through traffic for the proposed campus will increase more than estimated in the EIR.

EIR Quote: "The likelihood of trips utilizing Matinal Road would be the result of one of two factors: (1) People living in the Westwood community who would attend the North Education Center; or (2) People oriented further north that would "cut-through" the Westwood community to reach the Project site."

I have lived on Matinal Rd for over 20 years. I have seen traffic on Matinal Rd increase many fold due to the cut-through traffic generated by the development of areas to the west (4S ranch). There are times during the day that I have to wait for minutes just to back out of my driveway. Not only is the time frustrating, but the risk of being hit by traffic has gone up significantly as the traffic is usually speeding. Residential driveways are approximately every 50 feet. There are numerous blind spots on the road. Neither the speeding or blind spot facts are taken into account in the EIR. On many occasions, (because I use this route to get home) I have witnessed 4S traffic exiting I-15 at West Bernardo, traveling South on West Bernardo, Turn West on Matinal Rd on proceed all the way to Bernardo Rd. Most of the time they are speeding on Matinal Rd. I have cameras on my property that show the traffic and I have also timed some cars doing approximately 50 MPH! I can tell you that backing out a driveway while cars are speeding by at 40-50 MPH is a scary task! Once, while turning right INTO my driveway (signal on!) I experienced a car passing me on the right side! I am terrified at the thought of having even more traffic on this street! The city and the SDPD should have records indicating the amount and speed on this road because they have setup counters and speed recording devices several times.

I also wonder if the investigators noticed a very dangerous blind spot as a driver traveling west on Rancho Bernardo turns North on Matinal Rd. One day I almost hit a SDPD vehicle that was stopped exactly in that blind spot. I thought to myself, what an idiot to stop in that blind spot. The blind spot is created by the incline in the street as the corner is navigated (the street view is blocked by the dashboard in most cars). If students park on Matinal Rd and walk up the street to the campus, I would predict that someday there will be a serious injury or death at that blind spot.

#### **Proposed Solutions:**

I submit these solutions in hope that one or more could be implemented.

1. Add signs on Matinal Road near West Bernardo which prohibit through traffic on Matinal Road.

2. Add speed bumps to Matinal Road at appropriate intervals. (City previously denied this request from Westwood residents)
3. Add traffic signs. Traveling South on Matinal Road, at the entrance to Palomar site, that only allow left and right turns. Also add similar signage at the exit of Palomar at Rancho Bernardo. This would prohibit Palomar traffic from using Matinal Road as a shortcut or cut-through. Of course that assumes that the signs would be enforced.
4. Add markings on the road where the very dangerous blind spot exists. This would demark the danger zone for student pedestrians. I could envision painted diagonal lines with "Do Not Cross - Driver Blind Spot" (or whatever clever icon DOT uses)
5. Make sure that there is enough affordable parking on site to accommodate all potential vehicles.
6. Add additional access point to campus.
7. Extend the left turn lane on Rancho Bernardo Road.

In addition to my comments above, I have copied below another letter that has been sent to your attention. I strongly agree with the detailed analysis and recommendations.

Thank You  
James Pfeiffer  
Matinal Rd  
San Diego, CA

I appreciate the opportunity to respond to this EIR which will place a campus across from my neighborhood. The first response is to request the NO PROJECT ALTERNATIVE. I do not feel that the plans put forth by Palomar College and those described in the EIR will adequately enrich our wonderfully planned community. Parking is ill-defined in the Report. An inadequate review of the parking requirements and potential impacts on the surrounding neighborhoods has not been done and will have a cumulative impact on our community contrary to the way this term is used in the Report.

The Report doesn't state specifics for parking needed at the new campus. The current amount does not meet Project Objective #8. (S-2) Students and faculty will park in businesses and the nearby neighborhood of Westwood. (S-2. #7) (6.5) This will be a safety issue for STUDENT PEDESTRIANS crossing a busy intersection *at the entrance to the college*. Students using the Transit System will have to walk over half a mile from a bus stop. Furthermore, how can this be ADA approved? The State requires 2% of parking to be allocated for ADA. A 'comprehensive education center campus experience that reflects its surrounding environment', Project Objective #7 is not being met when students and faculty are impacting the community. (S-2) The surrounding environment is a planned community that takes great pride in its clean streets, safe pedestrian cross walks, and cycling enthusiasts. It is unrealistic to think that 1500 people can park in 792 spots. Half of these people will NOT use alternate types of transportation. The Summary of Cumulative Impacts will reflect future buildings on this site when 3500 people attend this campus which will therefore significantly affect the parking allocated for the campus. (4.1. pg. 3)

Additionally, Project Objectives #5 says the campus will be 'self-sufficient/self-sustaining so as not to create a drain on the resources of the PCCD'. The community neighborhood, will have to pay for residential parking permits so we can park in front of our own homes due to students that will be parking in our neighborhood. The City of San Diego has 6 Community Parking Districts, 5 Residential Permit Parking Areas, and Chula Vista establishing a Residential Parking Area, all because of inadequate supplies of parking availability. Five of these areas are due to college students infringing on neighborhoods. Project Objective #6 'repurposes an existing facility in order to maximize district resources'. Use our tax payer dollars and build adequate parking on this site. Project Objective #10 the 'support amenities', should be



translated to sufficient parking spots. (3.4.1 pg. 3-11) A capacity of 3,470 FTES and 75 staff is not addressed in the EIR analysis regarding parking requirement. (3.4.2 pg. 3-11) Simply assuming that 'adequate parking will be provided on-site to accommodate all students' is irresponsible. The EIR presents no measures to mitigate any potential shortage of parking which is a significant omission in the EIR analysis.

A secondary access SHOULD be made for traffic congestion. Placing a traffic light at Olmeda Way will allow the residents to exit their neighborhood from extra traffic. Although the traffic study conducted for this review indicates that traffic will not impact the roads significantly. (S-3) Significantly is a choice word. Traffic and Safety surveys were not reviewed at appropriate times, August, and did not incorporate new construction currently underway, Sharp Health Center, Phil's BBQ, Target shopping center. Consider this Third Alternative Plan for a Second Access Road at Via Tazon. Purchase the building where Sharp Health Care is currently, or negotiate a second access road through their parking lot. This would provide vehicles to be closer to Transit Parking Station and reduce traffic directly onto Rancho Bernardo Road. Drivers would have the option to turn towards public transit or proceed to another I-5 Intersection at Bernardo Center Road. Alternatively, drivers could turn towards Rancho Bernardo Road with an already existing traffic light. A bus stop could be placed near here too. (S-14) Palomar College should use its status as a state entity to overrule the city denial of a secondary access road.

The Project Level Environmental Impacts and Mitigation Measures Table both dismiss a small significant amount of traffic and safety creating problems with the public Circulation System Performance. The proposed looped roadway just has faculty and staff running in circles because Palomar deems a second access road as an alternative solution rather than being PART of the solution. How can adding 1500 people a day NOT disrupt a public system NOT designed for this additional amount of people? Furthermore, how can 1500 people not disrupt the Congestion Management Plan and the inadequate Emergency Access especially at peak traffic times? (4.8 pg. 13, 27) For Long-Term Intersection Operations, how can the Delay change decrease when the Delay itself increased 12.9 points? The Long-Term Roadway Segment Operations change did indicate an increase. Do these tables take into account the PCCD 2022 figures for when the new campus is at maximum capacity OR just the first year? Under Standards of Significance, this EIR contradicts itself by referencing a proposed City adopted congestion management plan then says the city doesn't have a plan. I-15 is a roadway that serves the Congested Management Plan. One of the two government agencies is not in compliance. (4.8 pg. 28)

Chapter 4.8, 3.4, states the Alternative Transportation Facilities would not be affected but I contend the increase in 3500 vehicles from Palomar faculty and students WILL make for hazardous conditions for pedestrians and bicyclists that walk and ride in our beautiful community. Rancho Bernardo Road provides two middle school bus stop five times daily which will interfere with pedestrian safety. A secondary access road will reduce traffic through our neighborhood allowing for alternative access to the campus thereby preserving our peaceful area for safe walking and cycling. Project Objective #11 states Palomar will 'ensure that the faculty maximizes the safety of the students, faculty, and staff'. Building a transit bus stop on campus or at least offer a shuttle service to the local transit station to increase the safety of the students and faculty.

In closing, the Mitigation measures state that "although no mitigation measures are required, the PCCD will work with the City to determine other ways to improve access to the project site". (4.8 pg. 28) Thank you for recognizing that your business will impact our community. Please provide extra parking spots, the Third Alternative Access Road, and a transit bus stop to indicate your good neighbor approach in our community. We take great pride in being from RB and embrace our traditions. I would like to see you become a meaningful part of our community. By taking our responses into consideration and implementing our reasonable requests, it will ensure us of your honest desire to become that comprehensive education center campus which reflections on and has respect for its neighborhood environment and be a true part of our community.

Respectfully,  
James Pfeiffer  
Rancho Bernardo-Westwood Resident

4 Nov 2015

Dennis Astl  
1140 West Mission Road  
San Marcos, Ca 92069-1487

RE: PALOMAR COLLEGE Environmental Impact Review Response

I appreciate the opportunity to respond to this EIR which will place a campus across from my neighborhood. The first response is to request the NO PROJECT ALTERNATIVE. I do not feel that the plans put forth by Palomar College and those described in the EIR will adequately enrich our wonderfully planned community. Parking is ill-defined in the Report. An inadequate review of the parking requirements and potential impacts on the surrounding neighborhoods has not been done and will have a cumulative impact on our community contrary to the way this term is used in the Report.

The Report doesn't state specifics for parking needed at the new campus. The current amount does not meet Project Objective #8. (S-2) Students and faculty will park in businesses and the nearby neighborhood of Westwood. (S-2. #7) (6.5) This will be a safety issue for STUDENT PEDESTRIANS crossing a busy intersection *at the entrance to the college*. Students using the Transit System will have to walk over half a mile from a bus stop. Furthermore, how can this be ADA approved? The State requires 2% of parking to be allocated for ADA. A 'comprehensive education center campus experience that reflects its surrounding environment', Project Objective #7 is not being met when students and faculty are impacting the community. (S-2) The surrounding environment is a planned community that takes great pride in its clean streets, safe pedestrian cross walks, and cycling enthusiasts. It is unrealistic to think that 1500 people can park in 792 spots. Half of these people will NOT use alternate types of transportation. The Summary of Cumulative Impacts will reflect future buildings on this site when 3500 people attend this campus which will therefore significantly affect the parking allocated for the campus. (4.1. pg. 3) Additionally, Project Objectives #5 says the campus will be 'self-sufficient/self-sustaining so as not to create a drain on the resources of the PCCD'. The community neighborhood, will have to pay for residential parking permits so we can park in front of our own homes due to students that will be parking in our neighborhood. The City of San Diego has 6 Community Parking Districts, 5 Residential Permit Parking Areas, and Chula Vista establishing a Residential Parking Area, all because of inadequate supplies of parking availability. Five of these areas are due to college students infringing on neighborhoods. Project Objective #6 'repurposes an existing facility in order to maximize district resources'. Use our tax payer dollars and build adequate parking on this site. Project Objective #10 the 'support amenities', should be translated to sufficient parking spots. (3.4.1 pg. 3-11) A capacity of 3,470 FTES and 75 staff is not addressed in the EIR analysis regarding parking requirement. (3.4.2 pg. 3-11) Simply assuming that 'adequate parking will be provided on-site to accommodate all students' is irresponsible. The EIR presents no measures to mitigate any potential shortage of parking which is a significant omission in the EIR analysis.

A secondary access SHOULD be made for traffic congestion. Placing a traffic light at Olmeda Way will allow the residents to exit their neighborhood from extra traffic. Although the traffic study conducted for this review indicates that traffic will not impact the roads significantly. (S-3) Significantly is a choice word. Traffic and Safety surveys were not reviewed at appropriate times, August, and did not incorporate new construction currently underway, Sharp Health Center, Phil's BBQ, Target shopping center. Consider this Third Alternative Plan for a Second Access Road at Via Tazon. Purchase the building where Sharp Health Care is currently, or negotiate a second access road through their parking lot. This would provide vehicles to be closer to Transit Parking Station and reduce traffic directly onto Rancho Bernardo Road. Drivers would have the option to turn towards public transit or proceed to another I-5 Intersection at Bernardo Center Road. Alternatively, drivers could turn towards Rancho Bernardo Road with an already existing traffic light. A bus stop could be placed near here too. (S-14) Palomar College should use its status as a state entity to overrule the city denial of a secondary access road.

The Project Level Environmental Impacts and Mitigation Measures Table both dismiss a small significant amount of traffic and safety creating problems with the public Circulation System Performance. The proposed looped roadway just has faculty and staff running in circles because Palomar deems a second access road as an alternative solution rather than being PART of the solution. How can adding 1500 people a day NOT disrupt a public system NOT designed for this additional amount of people? Furthermore, how can 1500 people not disrupt the Congestion Management Plan and the inadequate Emergency Access especially at peak traffic times? (4.8 pg. 13, 27) For Long-Term Intersection Operations, how can the Delay change decrease when the Delay itself increased 12.9 points? The Long-Term Roadway Segment Operations change did indicate an increase. Do these tables take into account the PCCD 2022 figures for when the new campus is at maximum capacity OR just the first year? Under Standards of Significance, this EIR contradicts itself by referencing a proposed City adopted congestion management plan then says the city doesn't have a plan. I-15 is a roadway that serves the Congested Management Plan. One of the two government agencies is not in compliance. (4.8 pg. 28)

Chapter 4.8, 3.4, states the Alternative Transportation Facilities would not be affected but I contend the increase in 3500 vehicles from Palomar faculty and students WILL make for hazardous conditions for pedestrians and bicyclists that walk and ride in our beautiful community. Rancho Bernardo Road provides two middle school bus stop five times daily which will interfere with pedestrian safety. A secondary access road will reduce traffic through our neighborhood allowing for alternative access to the campus thereby preserving our peaceful area for safe walking and cycling. Project Objective #11 states Palomar will 'ensure that the faculty maximizes the safety of the students, faculty, and staff'. Building a transit bus stop on campus or at least offer a shuttle service to the local transit station to increase the safety of the students and faculty.

In closing, the Mitigation measures state that "although no mitigation measures are required, the PCCD will work with the City to determine other ways to improve access to the project site". (4.8 pg. 28) Thank you for recognizing that your business will impact our community. Please provide extra parking spots, the Third Alternative Access Road, and a transit bus stop to indicate your good neighbor approach in our community. We take great pride in being from RB and embrace our traditions. I would like to see you become a meaningful part of our community. By taking our responses into consideration and implementing our reasonable requests, it will ensure us of your honest desire to become that comprehensive education center campus which reflections on and has respect for its neighborhood environment and be a true part of our community.

Respectfully,  
Xxxx xxxxxxxxxxxxxx  
Rancho Bernardo-Westwood Resident

---

**Subject:**

FW: Palomar College Environmental Impact Review Response

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**From:** Susan Raybuck [<mailto:sraybuck@san.rr.com>]**Sent:** Thursday, November 26, 2015 11:31 AM**To:** Astl, Dennis D. <[dastl@palomar.edu](mailto:dastl@palomar.edu)>**Cc:** Halcon, John <[jhalcon@palomar.edu](mailto:jhalcon@palomar.edu)>; [markevilsizer@aol.com](mailto:markevilsizer@aol.com); [nancychadwick@cox.net](mailto:nancychadwick@cox.net); McNamara, Paul <[pmcnamara@palomar.edu](mailto:pmcnamara@palomar.edu)>; Hensch, Nancy A. <[nhensch@palomar.edu](mailto:nhensch@palomar.edu)>**Subject:** Palomar College Environmental Impact Review Response

I am a Westwood resident living on Matinal Rd. I do not think the EIR realistically estimates the detrimental effects that will result from the PC site's parking plan and its single ingress/egress.

The EIR does not state specifics in the Master Plan for the amount of parking needed at the new campus. The lack of parking clearly does not meet Project Objective #8 that states the campus will reflect its 'surrounding environment'. (S-2. #8) Students and faculty will park in businesses and the nearby neighborhood of Westwood. (S-2. #7) (6.5)

The Summary of Cumulative Impacts does reflect future buildings on this site which will significantly affect the parking allocated for the campus. It is unrealistic to think that 1500 people can park in 792 spots. In the future, 3500 people attending this site will significantly impact the parking allotment. (4.1. pg. 3) A capacity of 3,470 FTES and 75 staff is not addressed in the EIR analysis regarding parking requirement. (3.4.2 pg. 3-11) Simply assuming that "adequate parking will be provided on-site to accommodate all students" is unrealistic. The EIR presents no measures to mitigate any potential shortage of parking which is a significant omission in the EIR analysis.

A secondary access SHOULD be made for traffic congestion. Traffic and Safety surveys were not reviewed at appropriate times, August, and did not incorporate new construction currently underway, Sharp Health Center, Phil's BBQ, Target shopping center. The Project Level Environmental Impacts and Mitigation Measures Table both dismiss a small significant amount of traffic and safety creating problems with the public Circulation System Performance. Adding 1500 people a day WILL disrupt a public system NOT designed for this additional amount of people. Furthermore, 1500 people WILL disrupt the Congestion Management Plan and the inadequate Emergency Access especially at peak traffic times. (4.8 pg. 13, 27)

I am a retired person who has lived on Matinal Rd. for 22 years. I have already seen traffic become a safety issue due to cars cutting through our residential street at speeds only appropriate for Rancho Bernardo Rd. I predict my quality of life and my property's value will decrease if Palomar College doesn't address the concerns Westwood residents have.

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**Subject:** FW: Response to Palomar College Environmental Impact Report

**From:** [km1908k@aol.com](mailto:km1908k@aol.com) [<mailto:km1908k@aol.com>]

**Sent:** Monday, December 07, 2015 11:21 PM

**To:** Astl, Dennis D. <[dastl@palomar.edu](mailto:dastl@palomar.edu)>

**Subject:** Response to Palomar College Environmental Impact Report

November 7, 2015

Dennis Astl  
1140 West Mission Road  
San Marcos, CA 92069-1487

Dear Mr. Astl,

I appreciate the opportunity to respond to this draft EIR since the proposed campus is directly across from my neighborhood. Although Palomar repeatedly expresses its opinion throughout the report that the report's contents are adequate, at this time, I do not feel that the plans put forth by Palomar College and the EIR have adequately described the potential impacts on the surrounding neighborhood and rest of the community.

Even when the campus first opens with 1500FTES, there will only be 792 parking spots. The EIR does not explain how this amount of parking will be enough. It would be unrealistic to think that half of the 1500 would use public transportation when the nearest bus stop is half a mile away. This alone is enough for the people of Westwood to believe that there will be a significant number of students parking in our neighborhood, but the NOP said that eventually two more buildings will be built and the number of FTES will increase to 3470. This all seems to add up to major parking, traffic and safety fears for Westwood residents. Before you dismiss my comments about parking as not applicable due to the Initial Study Checklist from the CEQA Guidelines not addressing parking please take into account the appellate court case Taxpayers for Accountable School Bond Spending v. San Diego USD (April 25, 2013) 215 Cal .app. 4th 1013 which the Rancho Bernardo Planning board mentioned in their letter to you regarding the draft EIR. It makes a powerful statement that ("a projects impact on parking generally should be studied for any potential impact on the environment") and that ["extensive evidence" from area residents in the form of "personal observations and opinions" constituted substantial evidence that there may be a significant effect on parking]. I also agree with the Rancho Bernardo Planning board that using .55 trips per student (based on the Palomar Escondido campus) for your calculations in the Rancho Bernardo campus EIR is not appropriate since both The San Diego Municipal Code Land Development Code Trip Generation Manual and the ITE Technical council committee both use the higher number of 1.6 trips per student and a major difference between the two campuses is that the Escondido campus is only one minute of walking time away from the closest bus stop. So a new traffic study unique to the Rancho Bernardo campus should be done instead of using data from the previous Escondido study. This new study should take into account construction projects on the horizon such as Phil's BBQ restaurant and The Sharp Health Center as well as the developing Target shopping center as all of these projects will contribute to increased traffic on Rancho Bernardo road and possibly various roads in Westwood especially Matinal, Capilla ,Olmeda and Poblado in addition to additional traffic from Palomar College.

Please consider the following measures to hopefully mitigate the potential problems with parking, traffic and safety.

1. Please add a substantial number of additional parking spaces
2. Please offer free on campus parking
3. Please add a secondary access road via Via Tazon since the road could easily connect from Via Tazon to West Bernardo drive. This would provide another way to get to Bernardo Center Drive or Camino Del Norte which goes straight over to Poway.
4. Please add a bus stop closer to campus or at least offer a shuttle service to the local transit station.

I hope that everything can be worked out and we can both be good neighbors. Taking the communities responses into consideration and implementing our reasonable requests will assure us of your honest desire to be a comprehensive education center that truly reflects and has respect for its neighborhood environment.

Respectfully,

Kathleen Rhodes

P.S. As the Rancho Bernardo planning board also requested, Please don't do any construction work before 7am or after 7pm--Thank You!



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**Subject:** FW: Palomar College South Campus at Westwood Community

**From:** [robert\\_santos@att.net](mailto:robert_santos@att.net) [[mailto:robert\\_santos@att.net](mailto:robert_santos@att.net)]

**Sent:** Wednesday, November 18, 2015 9:42 PM

**To:** Astl, Dennis D. <[dastl@palomar.edu](mailto:dastl@palomar.edu)>; Halcon, John <[jhalcon@palomar.edu](mailto:jhalcon@palomar.edu)>; [markevilsizer@aol.com](mailto:markevilsizer@aol.com); Hensch, Nancy A. <[nhensch@palomar.edu](mailto:nhensch@palomar.edu)>; [nancychadwick@cox.net](mailto:nancychadwick@cox.net); McNamara, Paul <[pmcnamara@palomar.edu](mailto:pmcnamara@palomar.edu)>; [assemblymember.maienschein@assembly.ca.gov](mailto:assemblymember.maienschein@assembly.ca.gov); [markkersey@sandiego.gov](mailto:markkersey@sandiego.gov); [kevinfaulconer@sandiego.gov](mailto:kevinfaulconer@sandiego.gov)

**Subject:** Palomar College South Campus at Westwood Community

Roberto & Rosa I. Santos  
Calenda Rd., San Diego, CA 92127

18 Nov 2015

Dennis Astl

Palomar Community College District, San Marcos Campus

1140 West Mission Road

San Marcos, Ca 92069-1487

[dastl@palomar.edu](mailto:dastl@palomar.edu)

RE: PALOMAR COLLEGE EIR Response

I appreciate the opportunity to respond to the Environmental Impact Report for the Palomar College South Campus that will be located in my community across from my neighborhood.

The first response is to request the NO PROJECT ALTERNATIVE. I do not feel that the plans put forth by Palomar College and those described in the EIR will adequately enrich our wonderfully planned community. Parking is ill-defined in the Report. An inadequate review of the parking requirements and potential impacts on the surrounding neighborhoods has not been done. This will have a cumulative impact on our community contrary to the way this term is used in the Report.

The Report doesn't state specifics in the Master Plan for the amount of parking needed at the new campus. If not enough parking spots are built, students and faculty will park in businesses and the nearby neighborhood of Westwood. (S-2. #7) (6.5) The lack of parking clearly does not meet Project Objective #8 that states the campus will reflect its 'surrounding environment'. (S-2. #8) Students will have to walk to campus over half a mile from a bus stop because the EIR doesn't allow for making one closer to the campus. How can this be ADA approved? Project Objective #7 states it is to 'develop a comprehensive education center campus experience that reflects its surrounding environment'. (S-2) The environment Palomar will be surrounding is a planned community that takes great pride in its clean streets, safe pedestrian cross walks, and cycling enthusiasts. Please build more parking spots so that our community environment (neighborhood and businesses) will not be burdened with excess vehicles. It is also for the safety of the STUDENT PEDESTRIANS so they will not have to cross a busy intersection at the entrance to the college. The Summary of Cumulative Impacts does effect of future buildings on this site either. This will significantly affect the parking allocated for the campus. This EIR doesn't seem to take into account the Master Plan, PCCD 2022. There are 792 current parking spots with at least 1500 people attending this site daily. It is unrealistic to think that half of these people will use alternate types of transportation. Furthermore, the impact of over 3500 people attending this site makes the parking allotment extremely significant. (4.1. pg. 3) How can a cumulative impact NOT occur in this area? Project Objectives #5 says the campus will be 'self-sufficient/self-sustaining so as not to create a drain on the resources of the PCCD'. What about being self-sufficient/self-sustaining so as not to create a drain on the community? Not building enough parking spots on the campus will create a drain and ill-rapport in the community. We, the community neighborhood, will have to pay for residential parking permits so we can park in front of our own homes due to students that will be parking in our neighborhood. It will happen.

With the City of San Diego having six Community Parking Districts, five Residential Permit Parking Areas, and Chula Vista establishing a Residential Parking Area, all because of inadequate supplies of parking availability. And at least five of all these areas are due to college students infringing on neighborhoods. Project Objective #6 'repurposes an existing facility in order to maximize district resources'. Why not use our tax payer dollars which support Prop M and build adequate parking on this site. Project Objective #10, the 'support amenities', should include sufficient parking spots. (3.4.1 pg. 3-11) A total capacity of 3,470 FTES and 75 staff is not addressed in the EIR analysis regarding parking requirements to meet this number of students and faculty. (3.4.2 pg. 3-11) It simply assumes that "adequate parking will be provided on-site to accommodate all students. The EIR presents no measures to mitigate any potential shortage of parking. This is a significant omission in the EIR analysis.

A secondary access SHOULD be made for traffic congestion and not be an alternative suggestion. Being a reasonable citizen, I realize the Second Access Road Alternative has pros and cons. Placing a traffic light at Olmeda Way is beneficial because it will allow the residents to exit their neighborhood due to the extra traffic that will be impacting our neighborhood. The negative aspect of this traffic light at Olmeda Way is that it will add an unsightly large piece of equipment to our planned community. Although the traffic study conducted for this review indicates that it will not impact the roads significantly. (S-3) Significantly is a choice word indicating worth of importance. Maybe not significant to the college or the city, but it is significant to our community especially the neighborhood. Consider this Third Alternative Plan for a Second Access Road Alternative. Purchase the building below Palomar site where Sharp Health Care is currently. Make second access road come through this parking lot onto Via Tazon. This would provide vehicles to be closer to Transit Parking Station and reduce traffic directly onto Rancho Bernardo Road. A bus stop could be placed on Via Tazon close to the second access road. Drivers would have the option to turn towards public transit or proceed to another I-5 Intersection at Bernardo Center Road. Alternatively, drivers could turn towards Rancho Bernardo Road with an already existing traffic light.

The Project Level Environmental Impacts and Mitigation Measures Table both dismiss a small significant amount of traffic and safety creating problems with the public Circulation System Performance. The proposed looped roadway just has faculty and staff running in circles because Palomar deems a second access road as an alternative solution rather than being PART of the solution. How can adding 1500 people a day NOT disrupt a public system NOT designed for this additional amount of people? This table further dismisses how 1500 people would not disrupt the Congestion Management Plan and the inadequate Emergency Access. How will fire and rescue or ambulances get into Palomar soon enough when traffic is at its peak? As far as the Alternative Transportation Facilities, there is no public transit bus stop close enough for students and faculty. (S-14) For Long-Term Intersection Operations, how can the Delay change decrease when the Delay itself increased 12.9 points? The Long-Term Roadway Segment Operations change did indicate an increase. Do these tables take into account the PCCD 2022 figures for when the new campus is at maximum capacity OR just the first year? Adding 1500, and increasing to 3500 people on this road during a firestorm will delay evacuations further than they were in 2007. (4.8 pg. 13, 27) Under Standards of Significance, this EIR contradicts itself by referencing a proposed City adopted congestion management plan then the EIR says the city doesn't have a plan. I-15 is a roadway that serves the Congested Management Plan. One of the two government agencies is not in compliance. (4.8 pg. 28)

Chapter 4.8 section 3.4, states the actual Alternative Transportation Facilities would not be affected but I contend the increase in traffic from Palomar faculty and students WILL make for hazardous conditions for pedestrians and bicyclists that walk and ride in our beautiful community. I disagree that the proposed project would not interfere with pedestrian safety when over 3500 vehicles will descend on our community. Again, the numbers of vehicles taken into consideration from the Master Plan has not been reviewed in this survey. (4.8. pg. 31) A secondary access road will reduce traffic through our neighborhood allowing for alternative access to the campus thereby preserving our peaceful area for safe walking and cycling. Project Objective #11 states Palomar will 'ensure that the faculty maximizes the safety of the students, faculty, and staff'. Ensure this by building more parking spots and a second access for their safety due to the safety concerns also listed in Project Objective #8. Building a transit bus stop on campus or at least offer a shuttle service to the local transit station to increase the safety of the students and faculty.

In closing, the Mitigation measures state that "although no mitigation measures are required, the PCCD will work with the City to determine other ways to improve access to the project site". (4.8 pg. 28) Thank you for recognizing that your business will impact our community. Please provide extra parking spots, the Third Alternative Access Road, and a transit bus stop to indicate your good neighbor approach in our community. We take great pride in being from RB and embrace our traditions. I would like to see you become a meaningful part of our community. By taking our responses into consideration and implementing our reasonable requests, it will ensure us of your honest desire to become that comprehensive education center campus which reflects on, has respect for its neighborhood environment and can become a true part of our community.

Respectfully,  
Roberto & Rosa  
Rancho Bernardo-Westwood Residents

---

**Subject:** FW: Palomar College EIR - Impact on Westwood subdivision  
**Attachments:** November 30.docx

-----Original Message-----

From: Reilly and Anne Shaughnessy [mailto:rshaughn@san.rr.com]  
Sent: Tuesday, December 01, 2015 7:29 AM  
To: Astl, Dennis D. <dastl@palomar.edu>  
Cc: Halcon, John <jhalcon@palomar.edu>; assemblymember.maienschein@assembly.ca.gov  
Subject: Palomar College EIR - Impact on Westwood subdivision

November 30, 2015

Dennis Astl et al  
Palomar Community College District, San Marcos Campus  
1140 West Mission Road  
San Marcos, Ca 92069-1487  
dastl@palomar.edu

RE: PALOMAR COLLEGE EIR Response

I appreciate the opportunity to respond to the Environmental Impact Report for the Palomar College South Campus that will be located in my community across from my Westwood neighborhood. A copy of this email is attached in word format - please note the highlights and bold areas.

The first response is to request the NO PROJECT ALTERNATIVE. I do not feel that the plans put forth by Palomar College and those described in the EIR will adequately enrich our wonderfully planned community. Parking is ill-defined in the Report and parking is THE critical issue that surrounds this project. Given the experiences that the Westwood residences have endured and noted with the conversion of the Waterbridge Condos in our Westwood neighborhood, PARKING and the lack thereof in the planning of the EIR Report is the most critical issue that must be addressed. An inadequate review of the parking requirements and potential impacts on the surrounding neighborhood has not been done and it is a life and safety factor. This will have a cumulative impact on our community and the "planned community" it was always designed for - contrary to the way this term is used in the Report.

The Report doesn't state specifics in the Master Plan for the amount of parking needed at the new campus. If not enough parking spots are built, students and faculty will park in businesses and the nearby neighborhood of Westwood. (S-2. #7) (6.5) The lack of parking clearly does not meet Project Objective #8 that states the campus will reflect its 'surrounding environment'. (S-2. #8) Students will have to walk to campus over half a mile from a bus stop because the EIR doesn't allow for making one closer to the campus. How can this be ADA approved? Project Objective #7 states it is to 'develop a comprehensive education center campus experience that reflects its surrounding environment'. (S-2) The environment Palomar will be surrounding is a planned community that takes great pride in its clean streets, safe pedestrian cross walks and adequate parking. Please build more parking spots so that our community environment (neighborhood and businesses) will not be burdened with the school's and students vehicles. It is also for the safety of the STUDENT PEDESTRIANS so they will not have to cross a busy intersection at the entrance to the college.

Without adequate, free, on-campus parking, the students will do what they will do - which is to park where it is free notwithstanding the impact on the community. The results will be, as mentioned, that they will park in the surrounding business park parking areas as well as across Rancho Bernardo Road in the Westwood neighborhood. The result will be to have students crossing busy industrial streets, or God forbid, Rancho Bernardo Road in the midst of rush-hour traffic. You will have students maimed and possibly killed by rushing motorists due to not seeing the students or the students darting out to make it to class (especially at risk during the dark evening hours in the winter time). I speak from experience as a friend of the family was killed less than a year ago while in a cross walk trying to cross Rancho Bernardo road!

The Summary of Cumulative Impacts does not take into effect the future buildings on this site either. This will significantly affect the parking allocated for the campus. This EIR doesn't seem to take into account the Master Plan, PCCD 2022. There are 792 current parking spots with at least 1500 people attending this site daily. It is unrealistic to think that half of these people will use alternate types of transportation. Furthermore, the impact of over 3500 people attending this site makes the parking allotment extremely significant. (4.1. pg. 3) How can a cumulative impact NOT occur in this area? Project Objectives #5 says the campus will be 'self-sufficient/self-sustaining so as not to create a drain on the resources of the PCCD'. What about being self-sufficient/self-sustaining so as not to create a drain on the community? Not building enough parking spots on the campus will create a drain and ill-rapport in the community. We, the community neighborhood, will have to pay for residential parking permits so we can park in front of our own homes due to students that will be parking in our neighborhood. It will happen as evidenced already with the issue surrounding the Waterbridge Condo project. With the City of San Diego having six Community Parking Districts, five Residential Permit Parking Areas, and Chula Vista establishing a Residential Parking Area, all because of inadequate supplies of parking availability. And at least five of these areas are due to college students infringing on neighborhoods. Project Objective #6 'repurposes an existing facility in order to maximize district resources'. Why not use our tax payer dollars which support Prop M and build adequate parking on this site. Project Objective #10, the 'support amenities', should include sufficient parking spots. (3.4.1 pg. 3-11) A total capacity of 3,470 FTES and 75 staff is not addressed in the EIR analysis regarding parking requirements to meet this number of students and faculty. (3.4.2 pg. 3-11) It simply assumes that "adequate parking will be provided on-site to accommodate all students. The EIR presents no measures to mitigate any potential shortage of parking. This is a significant omission in the EIR analysis.

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The Project Level Environmental Impacts and Mitigation Measures Table both dismiss a small significant amount of traffic and safety creating problems with the public Circulation System Performance. The proposed looped roadway just has faculty and staff running in circles because Palomar deems a second access road as an alternative solution rather than being PART of the solution. How can adding 1500 people a day NOT disrupt a public system NOT designed for this additional amount of people? This table further dismisses how 1500 people would not disrupt the Congestion Management Plan and the inadequate Emergency Access. How will fire and rescue or ambulances get into Palomar soon enough when traffic is at its peak? As far as the Alternative Transportation Facilities, there is no public transit bus stop close enough for students and faculty. (S-14) For Long-Term Intersection Operations, how can the Delay change decrease when the Delay itself increased 12.9 points? The Long-Term Roadway Segment Operations change did indicate an increase. Do these tables take into account the PCCD 2022 figures for when the new campus is at maximum capacity OR just the first year? Adding 1500, and increasing to 3500 people on this road during a firestorm will delay evacuations further than they were in 2007. (4.8 pg. 13, 27) Under Standards of Significance, this EIR contradicts itself by referencing a proposed City adopted congestion management plan then the EIR says the city doesn't have a plan. I-15 is a roadway that serves the Congested Management Plan. One of the two government agencies is not in compliance. (4.8 pg. 28)

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Respectfully,

Reilly Shaughnessy  
Poblado Way  
San Diego, CA 92127

Westwood Resident for 16 years.

November 30, 2015

Dennis Astl et al  
Palomar Community College District, San Marcos Campus  
1140 West Mission Road  
San Marcos, Ca 92069-1487  
dastl@palomar.edu

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Reilly Shaughnessy  
Poblado Way  
San Diego, CA 92127

Westwood Resident for 16 years.

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**Subject:** FW: Palomar Community College District - Rancho Bernardo (South Center) Environmental Impact Report

**From:** [beachglass08@aol.com](mailto:beachglass08@aol.com) [<mailto:beachglass08@aol.com>]

**Sent:** Sunday, November 29, 2015 4:48 PM

**To:** Astl, Dennis D. <[dastl@palomar.edu](mailto:dastl@palomar.edu)>; Halcon, John <[jhalcon@palomar.edu](mailto:jhalcon@palomar.edu)>; [markevilsizer@aol.com](mailto:markevilsizer@aol.com); Hensch, Nancy A. <[nhensch@palomar.edu](mailto:nhensch@palomar.edu)>; [nancyhadwick@cox.net](mailto:nancyhadwick@cox.net); McNamara, Paul <[pmcnamara@palomar.edu](mailto:pmcnamara@palomar.edu)>; [assemblymember.maienschein@assembly.ca.gov](mailto:assemblymember.maienschein@assembly.ca.gov); [markkersey@sandiego.gov](mailto:markkersey@sandiego.gov); [kevinfaulconer@sandiego.gov](mailto:kevinfaulconer@sandiego.gov); [BFennessy@sandiego.gov](mailto:BFennessy@sandiego.gov)

**Subject:** Palomar Community College District - Rancho Bernardo (South Center) Environmental Impact Report

Dennis Astl  
Palomar Community College District, San Marcos Campus  
1140 West Mission Road  
San Marcos, Ca 92069-1487  
[dastl@palomar.edu](mailto:dastl@palomar.edu)

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These are additional issues I would like addressed:

1. The E.I.R. traffic impact analysis used the "best" case scenario of 3,470 full-time equivalent students (FTES). What it did not state clearly is that a FTES is based on a student taking 15 hours of classes and that one FTES could be composed of several part-time students! A newspaper article printed October 19, 2015 in the San Diego Union Tribune newspaper, quoted Adrian Gonzales, the Interim Superintendent/President, "Gonzales said the new campus will serve the equivalent of 1,000 full-time students, or about 3,000 actual students". This is a ratio of 3 to 1, for the initial 2017 school year. With that ratio in mind, the FTES could grow to 10,410 actual students (3,470 FTES x's 3), plus the faculty and staff. The E.I.R traffic analysis is misleading as to the actual number of students and the number of trips that will be generated and the overall impact to the community. This should be clarified and the true numbers extrapolated.

The E.I.R. states that "is extremely unlikely that a large amount of drivers located outside the Westwood community would utilize Matinal Road as a "cut-through" route since they would need to be familiar with the local streets". It is unbelievable that in the age of GPS and Google Maps that Atkins, the E.I.R. consultants, would make such a claim. It is not a valid statement.

2. There will be an overlap when students are arriving and departing campus. This usually results in difficulty finding an open parking space. There are a total of 792 on-site parking spaces on the site, and a high potential of students parking in our neighborhoods, especially if Palomar charges for parking. In other areas of San Diego, neighborhoods have struggled for years with the noise, trash, speeding and illegal parking by students (Southwestern College is an example). It is imperative that this issue be addressed up front prior to Palomar opening the site, and not for just the first year!

3. The bus stops for Bernardo Heights Middle School and Rancho Bernardo High school are within feet of the intersections of Olmeda/Rancho Bernardo Road and Matinal/Rancho Bernardo Road. The children's safety should be at the forefront of traffic planning. Is it?



4. The E.I.R. states that "the Rancho Bernardo Community Plan does not identify any evacuation routes with the study area", that is not a valid excuse for not providing adequate emergency access or egress for the school's campus. During the 2007 wildfires most of the community of Westwood was evacuated through the intersection of Rancho Bernardo Road and Matinal Road, it was a traffic nightmare with one police officer trying to save lives. Wildfires and emergency situations do not adhere to time schedules or traffic projections. The students, staff and faculty could easily become trapped using the existing driveway at the intersection of Rancho Bernardo Road and Matinal Road, the stance the school is taking is not acceptable.

5. The E.I.R. should address future traffic, construction, and student growth for at least a 10 year period, if not longer. Palomar purchased 27 acres, what is the future use of those acres? What will be the total impact to the Rancho Bernardo Community?

Sincerely,

Nancy Steele  
Palacio Place  
San Diego, CA 92127

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**Subject:** FW: PALOMAR COLLEGE EIR Response

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**From:** Isabel Rodriguez [<mailto:isabel6@sbcglobal.net>]

**Sent:** Wednesday, November 25, 2015 12:39 PM

**To:** Astl, Dennis D. <[dastl@palomar.edu](mailto:dastl@palomar.edu)>; Halcon, John <[jhalcon@palomar.edu](mailto:jhalcon@palomar.edu)>; [markevilsizer@aol.com](mailto:markevilsizer@aol.com); Hensch, Nancy A. <[nhensch@palomar.edu](mailto:nhensch@palomar.edu)>; [nancychadwick@cox.net](mailto:nancychadwick@cox.net); McNamara, Paul <[pmcnamara@palomar.edu](mailto:pmcnamara@palomar.edu)>; [assemblymember.maienschein@assembly.ca.gov](mailto:assemblymember.maienschein@assembly.ca.gov); [markkersey@sandiego.gov](mailto:markkersey@sandiego.gov); [kevinfaulconer@sandiego.gov](mailto:kevinfaulconer@sandiego.gov)

**Subject:** PALOMAR COLLEGE EIR Response

Dennis Astl

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San Marcos, Ca 92069-1487

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Respectfully,  
Isabel Torrez  
Westwood homeowner  
Botero Drive,  
San Diego, Ca 92127

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**Subject:** FW: Concerns regarding Palomar College Westwood campus

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**From:** Chas Vogel [<mailto:chasvogel@hotmail.com>]

**Sent:** Thursday, December 03, 2015 11:33 AM

**To:** Astl, Dennis D. <[dastl@palomar.edu](mailto:dastl@palomar.edu)>; Halcon, John <[jhalcon@palomar.edu](mailto:jhalcon@palomar.edu)>; [markevilsizer@aol.com](mailto:markevilsizer@aol.com); Hensch, Nancy A. <[nhensch@palomar.edu](mailto:nhensch@palomar.edu)>; [nancychadwick@cox.net](mailto:nancychadwick@cox.net); McNamara, Paul <[pmcnamara@palomar.edu](mailto:pmcnamara@palomar.edu)>; [assemblymember.maienschein@assembly.ca.gov](mailto:assemblymember.maienschein@assembly.ca.gov); [markkersey@sandiego.gov](mailto:markkersey@sandiego.gov); [kevinfaulconer@sandiego.gov](mailto:kevinfaulconer@sandiego.gov)

**Subject:** Concerns regarding Palomar College Westwood campus

To all,

After reading the document below, written by Terry Norwood, we have some real concerns regarding going forth with the Palomar College Westwood campus.

Sincerely,

Charles and Gail Vogel

4 Nov 2015

Dennis Astl

Palomar Community College District, San Marcos Campus

1140 West Mission Road

San Marcos, Ca 92069-1487 [dastl@palomar.edu](mailto:dastl@palomar.edu)

RE: PALOMAR COLLEGE EIR Response

I appreciate the opportunity to respond to the Environmental Impact Report for the Palomar College South Campus that will be located in my community across from my neighborhood.

The first response is to request the NO PROJECT ALTERNATIVE. I do not feel that the plans put forth by Palomar College and those described in the EIR will adequately enrich our wonderfully planned community. Parking is ill-defined in the Report. An inadequate review of the parking requirements and potential impacts on the surrounding neighborhoods has not been done. This will have a cumulative impact on our community contrary to the way this term is used in the Report.

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Although the traffic study conducted for this review indicates that it will not impact the roads significantly. (S-3) Significantly is a choice word indicating worth of importance. Maybe not significant to the college or the city, but it is significant to our community especially the neighborhood. Consider this Third Alternative Plan for a Second Access Road Alternative. Purchase the building below Palomar site where Sharp Health Care is currently. Make second access road come through this parking lot onto Via Tazon. This would provide vehicles to be closer to Transit Parking Station and reduce traffic directly onto Rancho Bernardo Road. A bus stop could be placed on Via Tazon close to the second access road. Drivers would have the option to turn towards public transit or proceed to another I-5 Intersection at Bernardo Center Road. Alternatively, drivers could turn towards Rancho Bernardo Road with an already existing traffic light.

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Respectfully,

Terry Norwood  
Rancho Bernardo-Westwood Resident

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**Subject:** FW: Emailing: PALOMAR COLLEGE EIR Response (2) 2015  
**Attachments:** PALOMAR COLLEGE EIR Response (2) 2015.docx

-----Original Message-----

From: Eric Weller [mailto:eweller@precisionelectricco.com]  
Sent: Sunday, December 06, 2015 11:47 PM  
Subject: Emailing: PALOMAR COLLEGE EIR Response (2) 2015

Good Evening,

I am a Westwood Community Homeowner and am very concerned with the proposed traffic/parking issues that are absolutely going to negatively affect our community. Please see attached letter and let me know how I can personally be more directly involved with this situation beyond simply asking for more adequate reviews and proposals.

Eric, Robyn, & The Weller Clan

Ask us about Melaleuca and the easy way to improve health in your home

Your message is ready to be sent with the following file or link attachments:

PALOMAR COLLEGE EIR Response (2) 2015

Eric Weller  
Capilla Rd, San Diego, CA 92127

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December 6, 2015

Palomar Community College District, San Marcos Campus  
1140 West Mission Road  
San Marcos, Ca 92069-1487

RE: PALOMAR COLLEGE EIR Response

I appreciate the opportunity to respond to the Environmental Impact Report for the Palomar College South Campus that will be located in my community across from my neighborhood.

The first response is to request the NO PROJECT ALTERNATIVE. I do not feel that the plans put forth by Palomar College and those described in the EIR will adequately enrich our wonderfully planned community. Parking is ill-defined in the Report. An inadequate review of the parking requirements and potential impacts on the surrounding neighborhoods has not been done. This will have a cumulative impact on our community contrary to the way this term is used in the Report.

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Respectfully,

Eric Weller  
Rancho Bernardo-Westwood Resident  
wellerbee@gmail.com



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**Subject:** FW: Palomar College EIR Response

**From:** [PTDM4@aol.com](mailto:PTDM4@aol.com) [<mailto:PTDM4@aol.com>]

**Sent:** Saturday, November 21, 2015 1:37 PM

**To:** Astl, Dennis D. <[dastl@palomar.edu](mailto:dastl@palomar.edu)>; Halcon, John <[jhalcon@palomar.edu](mailto:jhalcon@palomar.edu)>; [markevilsizer@aol.com](mailto:markevilsizer@aol.com); Hensch, Nancy A. <[nhensch@palomar.edu](mailto:nhensch@palomar.edu)>; [nancyhadwick@cox.net](mailto:nancyhadwick@cox.net); McNamara, Paul <[pmcnamara@palomar.edu](mailto:pmcnamara@palomar.edu)>; [assemblymember.maienschein@assembly.ca.gov](mailto:assemblymember.maienschein@assembly.ca.gov); [markkersey@sandiego.gov](mailto:markkersey@sandiego.gov); [kevinfaulconer@sandiego.gov](mailto:kevinfaulconer@sandiego.gov)

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Respectfully,

Terry Whitten  
Rancho Bernardo-Westwood Resident for 29 years

*Terry Whitten*

---

**Subject:** FW: PALOMAR COLLEGE Environmental Impact Review Response

**Importance:** High

**From:** Patricia Wussler [<mailto:pwussler@roadrunner.com>]

**Sent:** Tuesday, November 17, 2015 11:52 AM

**To:** Astl, Dennis D. <[dastl@palomar.edu](mailto:dastl@palomar.edu)>; Halcon, John <[jhalcon@palomar.edu](mailto:jhalcon@palomar.edu)>; [markevilsizer@aol.com](mailto:markevilsizer@aol.com); Hensch, Nancy A. <[nhensch@palomar.edu](mailto:nhensch@palomar.edu)>; [nancychadwick@cox.net](mailto:nancychadwick@cox.net); McNamara, Paul <[pmcnamara@palomar.edu](mailto:pmcnamara@palomar.edu)>; [assemblymember.maienschein@assembly.ca.gov](mailto:assemblymember.maienschein@assembly.ca.gov); [markkersey@sandiego.gov](mailto:markkersey@sandiego.gov); [kevinfaulconer@sandiego.gov](mailto:kevinfaulconer@sandiego.gov); [BFennessy@sandiego.gov](mailto:BFennessy@sandiego.gov)

**Subject:** PALOMAR COLLEGE Environmental Impact Review Response

4 Nov 2015

Dennis Astl  
1140 West Mission Road  
San Marcos, Ca 92069-1487

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A secondary access SHOULD be made for traffic congestion. Placing a traffic light at Olmeda Way will allow the residents to exit their neighborhood from extra traffic. Although the traffic study conducted for this review indicates that traffic will not impact the roads significantly. (S-3) Significantly is a choice word. Traffic and Safety surveys were not reviewed at appropriate times, August, and did not incorporate new construction currently underway, Sharp Health Center, Phil's BBQ, Target shopping center. Consider this Third Alternative Plan for a Second Access Road at Via Tazon. Purchase the building where Sharp Health Care is currently, or negotiate a second access road through their parking lot. This would provide vehicles to be closer to Transit Parking Station and reduce traffic directly onto Rancho Bernardo Road. Drivers would have the option to turn towards public transit or proceed to another I-15 Intersection at Bernardo Center Road. Alternatively, drivers could turn towards Rancho Bernardo Road with an already existing traffic light. A bus stop could be placed near here too. (S-14) Palomar College should use its status as a state entity to overrule the city denial of a secondary access road.

The Project Level Environmental Impacts and Mitigation Measures Table both dismiss a small significant amount of traffic and safety creating problems with the public Circulation System Performance. The proposed looped roadway just has faculty and staff running in circles because Palomar deems a second access road as an alternative solution rather than being PART of the solution. How can adding 1500 people a day NOT disrupt a public system NOT designed for this additional amount of people? Furthermore, how can 1500 people not disrupt the Congestion

Management Plan and the inadequate Emergency Access especially at peak traffic times? (4.8 pg. 13, 27) For Long-Term Intersection Operations, how can the Delay change decrease when the Delay itself increased 12.9 points? The Long-Term Roadway Segment Operations change did indicate an increase. Do these tables take into account the PCCD 2022 figures for when the new campus is at maximum capacity OR just the first year? Under Standards of Significance, this EIR contradicts itself by referencing a proposed City adopted congestion management plan then says the city does not have a plan. I-15 is a roadway that serves the Congested Management Plan. One of the two government agencies is not in compliance. (4.8 pg. 28)

Chapter 4.8, 3.4, states the Alternative Transportation Facilities would not be affected but I contend the increase in 3500 vehicles from Palomar faculty and students WILL make for hazardous conditions for pedestrians and bicyclists that walk and ride in our beautiful community. Rancho Bernardo Road provides two middle school bus stops five times daily which will interfere with pedestrian safety. A secondary access road will reduce traffic through our neighborhood allowing for alternative access to the campus thereby preserving our peaceful area for safe walking and cycling. Project Objective #11 states Palomar will 'ensure that the faculty maximizes the safety of the students, faculty, and staff'. Building a transit bus stop on campus or at least offer a shuttle service to the local transit station to increase the safety of the students and faculty.

In closing, the Mitigation measures state that "although no mitigation measures are required, the PCCD will work with the City to determine other ways to improve access to the project site". (4.8 pg. 28) Thank you for recognizing that your business will impact our community. Please provide extra parking spots, the Third Alternative Access Road, and a transit bus stop to indicate your good neighbor approach in our community. We take great pride in being from RB and embrace our traditions. I would like to see you become a meaningful part of our community. By taking our responses into consideration and implementing our reasonable requests, it will ensure us of your honest desire to become that comprehensive education center campus which reflections on and has respect for its neighborhood environment and be a true part of our community.

Respectfully,  
Patricia Wussler  
Rancho Bernardo-Westwood Resident