

3800 12-001 (GPA), 3810 12-001 (SP), 3100 5571 (IM),  
 3100 5572 (TM), 3600 12-003 (REZ), 3300 12-005 (MUP), 3500 12-018  
 (STP), HLP XX-XXX, SCH 2012061100  
**ENVIRONMENTAL LOG NO.: 3910 12-02-003 (ER)**  
**DRAFT REVISED EIR PUBLIC REVIEW PERIOD**  
**June 12, 2014 through July 28, 2014**

Letter I17

DRAFT EIR COMMENT SHEET

Tuesday, June 17, 2014  
 COUNTY OF SAN DIEGO  
 Planning & Development Services  
 5510 Overland Avenue, Suite 310  
 San Diego, CA 92123

WRITTEN COMMENT FORM

- Does this project conform to the General plan for an agricultural area? } I17-1
- Does this plan address adequate evacuation egress in case of wildfires considering farm animals will be included in an evacuation? } I17-2
- Does this plan address the current and future drought situation? } I17-3
- Does this plan address safe roads for the cycling community and the safety of the students commuting to schools on bikes using narrow roads with fast moving traffic? } I17-4

(Attach additional pages as needed)

 7-28-14  
 Signature Date

MIKE CHESTER  
 Print Name

1915 CHEYENNE CIR  
 Address

OLEANSVILLE CA 92051  
 City State Zip Code

619 996-3360  
 Phone Number

MAIL, FAX or E-MAIL FORMS TO:

Mark Slovick  
 County of San Diego  
 Planning & Development Services  
 5510 Overland Avenue, Suite 310  
 San Diego, CA 92123  
 FAX #: (858) 694-3373  
 e-mail: Mark.Slovick@sdcounty.ca.gov

COMMENTS MUST BE RECEIVED BY 4:00 PM, JULY 28, 2014

Lot → APN 129-390-40

I17-1 An analysis of General Plan agricultural policies is included in subchapter 4.2 of Appendix F of the FEIR. Please refer to this section for discussion of how the project would be consistent with General Plan policies relevant to agriculture. The project includes a number of project design considerations to ensure effects on adjacent agricultural operations are minimized. For example, 42.2 acres of agricultural buffers and agricultural open space are included as part of the project design, and ongoing agricultural cultivation would be allowed to continue in these areas. The project will also mitigate direct impacts to agricultural resources through the purchase of PACE mitigation credits, purchase of off-site conservation easements, or a combination of the two. The details of this mitigation measure can be found in subchapter 2.4.5, M-AG-1. Additionally, the project would include on-site biological open space, common open space, and limited building zones, which would ensure that urban/agriculture compatibility conflicts are less than significant.

I17-2 The project's Evacuation Plan, Appendix K of the FEIR, includes multiple components intended to create an orderly and safe evacuation of the project site in time of emergency. As discussed in subchapter 2.7 of the FEIR, the Evacuation Plan provides evacuation routes, evacuation points, implementation of a resident awareness and education program, and adoption of the "Ready, Set, Go" Program to keep future residents and employees informed about what to do if a wildfire occurs and safe at a time of evacuation. The availability of the Evacuation Plan to all residents and businesses, along with the multiple exits available for egress from the site, would assure that impacts associated with an evacuation process would be less than significant.

Regarding evacuation of large farm animals, the Evacuation Plan is designed to address evacuation of the proposed project in addition to the existing evacuation needs of the surrounding community, including evacuation of large farm animals. In this rural area, the need to accommodate large animal evacuation is well known by fire agencies and these needs are considered as part of the existing condition when evacuation plans are designed, as required by CEQA. In addition, the proposed project would not increase the number of large farm animals that would require evacuation because the proposed zoning does not allow large farm animals within the project site. Part III of the Specific Plan, identifies the Zoning Regulations and Animal Designators for the project site. The Town Center/Neighborhood Centers/General Commercial Residential would have an "A" Animal Designator. Urban Residential areas would have a "B" Animal Designator. Neither the "A"

LETTER

RESPONSE

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|  | <p>117-2 (cont.)<br/> nor "B" Animal Designators allow large farm animals. Therefore, the project would not increase the number of large animal evacuations that would be required in the event of a wildfire. Farm animals in the surrounding community would be evacuated using resources normally available to large animal owners in times of emergency, such as County and Humane Society animal evacuation shelters. Therefore, the findings of subchapter 2.7.2.4 that impacts associated with the adequacy of an evacuation process would be less than significant, would apply equally to the evacuation needs of large farm animals.</p> <p>117-3 The analysis for water supply does consider current and future drought scenarios. Pursuant to Senate Bill 610 and Senate Bill 221, a Water Supply Assessment (WSA) was prepared for the project by the VCMWD (see Appendix Q of the FEIR). The WSA report evaluates water supplies that are or will be available during normal, single dry year, and multiple dry water years during a 20-year projection to meet existing demands, existing plus projected demands of the project, and future water demands served by the VCMWD. The assessment found that water supply would be adequate to serve the project. In addition, the VCMWD issued an updated letter dated May 6, 2014 verifying that the conclusions of the WSA are still valid considering recent drought conditions and associated water use restrictions. This letter has been included as a cover letter to Appendix Q of the FEIR.</p> <p>117-4 The FEIR does address safety for pedestrians and bicyclists in the section on Transportation Hazards, subchapter 2.3.2.3 of the FEIR. The analysis states that all trails would be designed to County standards to ensure the safety of pedestrians and bicyclists, and the project is consistent with the County Mobility Element Goal 4, Safe and Compatible Roads. In addition, the Specific Plan (Section II, page 2-6) includes a number of circulation goals and policies that are intended to support multi-modal transportation opportunities, including bicycling. The project would provide an extensive system of multi-modal trails providing opportunities for residents to walk and bike throughout the project site. These include bikeways along main project streets, and the Town Center as described in the Specific Plan and shown on the Parks and Trails Plan (see Figures 1-8 and 1-9). Relevant Specific Plan Policies are discussed in subchapter 2.3.2.4 that address the provision of bicycle and pedestrian facilities. For example, Policy M-11.2 describes how the project would accommodate bicycle and pedestrian facilities through an extensive system of multi-modal trails providing multiple opportunities for residents to walk and bike throughout the project site and that the project</p> |
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|  | <p>117-4 (cont.)</p> <p>would include bike racks along travel corridors, and in commercial development areas, parks, and multi-family areas. Policy M-11.4 references the comprehensive network of public hard and soft surface trails of varying widths proposed throughout the project site for walking and bicycling. Subchapter 2.3.2.3 of the FEIR analyzed the issue of transportation hazards with respect to the road network design for the project and to pedestrians or bicyclists. Under this assessment the physical conditions of the project site and surrounding area, such as curves, slopes, walls, landscaping or other barriers, may result in conflicts with other users or stationary object was considered. It was determined that overall the road network design for the project would be safe for vehicles, bicyclists, and/or pedestrians.</p> <p>In addition, the following Circulation Policy within the Specific Plan would support safety for cyclists and students using the trail system:</p> <p><i>a) Provide multi-modal roads that are narrower, with slower speeds to increase pedestrian safety within the Community in order to promote:</i></p> <ul style="list-style-type: none"><li><i>i. the pedestrian-oriented development patterns and;</i></li><li><i>ii. enhance pedestrian safety and walkability; and</i></li><li><i>iii. other non-motorized modes of travel</i></li></ul> <p>In addition, three of the proposed roadway design exception request would allow for a reduced design speed, which could also increase safety for bicyclists. Reduced design speeds are proposed for Mountain Ridge Road, Street "C," and Street "E." See Table 1-2 of the FEIR. Also, a number of exceptions that pertain to roundabouts along W. Lilac Road and Main Street are proposed. The roundabouts help to calm traffic, improve safety, and increase roadway capacity, thereby enhancing the comfort and safety of both cyclists and pedestrians.</p> |
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