

I-129 Sandra Farrell

I-129-1 The comment provides background information on CEQA and states that it's a good tool if everyone is honest with the public. The comment also states that the County must follow through to make sure the mitigation measures have the desired results. A mitigation monitoring and reporting program (MMRP) will be prepared as part of the Final EIR in order to comply with Public Resources Code Section 21081.6(a)(1), which requires public agencies to adopt such programs to ensure effective implementation of mitigation measures. The monitoring program will serve a dual purpose of verifying completion of the mitigation identified in the EIR and generating information on the effectiveness of the mitigation measures to guide future decisions. The program will include the following:

- Monitor qualifications
- Specific monitoring activities
- Reporting system
- Criteria for evaluating the success of the mitigation measures

The County will include the comment as part of the Final EIR for review and consideration by the decision-makers prior to a final decision on the project.

I-129-2 The comment states that the following comments are in response to mitigation measures that use the words “promote” and “coordinate” because there are no actions with data supplied that demonstrate they can be executed and the intended results. The County acknowledges the comment as an introduction to comments that follow. This comment is included in the Final EIR for review and consideration by the decision-makers prior to a final decision on the project. No further response is required or necessary.

I-129-3 The comment provides background information on CEQA. The comment also asks that considering numerous impacts from other projects and all the required mitigation measures to reduce impacts, why are roads so congested, schools filled beyond capacity, and forced water conservation is needed to prevent shortages. The County acknowledges the comment and notes it raises economic, social, or political issues. The comment does not raise any specific issue regarding analysis in the Draft EIR, therefore, no more specific response can be provided or is required. The County will include the comment as part of the Final EIR for review and consideration by the decision-makers prior to a final decision on the project.

I-129-4 The comment states that PDF-8 merely promotes a park-and-ride and encourages carpooling with no detail on methods to measure success. The comment also explains

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why most Newland Sierra Residences wouldn't use the park-n-ride. The County does not concur with this comment.

As discussed in **Response to Comment O-1.4-47**, the Newland Sierra TDM Program technical memorandum, and specifically "Table 2: TDM Program Performance Metrics and Targets" therein (see Appendix D of DEIR Appendix K), identifies the specific performance measures that the project is committing to, which would equate to the calculated TDM effectiveness percentages. The transportation coordinator (whose role/responsibilities are described on page 6 of the Newland Sierra TDM Program technical memorandum) is responsible for managing/ monitoring the TDM program to ensure compliance with Table 2. Table 2 incorporates and addresses each of the PDFs referenced in the comment: PDF-8, PDF-12, PDF-15, and PDF-16. The County will also monitor and ensure implementation of TDM strategies as part of the MMRP, as the strategies are incorporated into Mitigation Measure M-GHG-3. (*See*, Draft EIR, Mitigation Measure M-GHG-3 and Table 2.7-7.). The County will include the comment as part of the Final EIR for review and consideration by the decision-makers prior to a final decision on the project.

I-129-5 The comment states that the Draft EIR should identify how many people historically use SANDAG iCommute and should identify a similar project to show how many people used iCommute. The comment does not raise any specific issue regarding analysis in the Draft EIR, therefore, no more specific response can be provided or is required. The County will include the comment as part of the Final EIR for review and consideration by the decision-makers prior to a final decision on the project.

I-129-6 The comment states that most residents will likely purchase a FasTrak transponder to pay to use the carpool lane rather than commute using SANDAG iCommute. The commenter kept track of how many people were in the cars in the HOV lanes during their commute to and from work. The County notes the comment provides factual background information and does not raise an environmental issue within the meaning of CEQA. The County will include the comment as part of the Final EIR for review and consideration by the decision-makers prior to a final decision on the project. No further response is required because the comment does not raise an environmental issue.

I-129-7 The comment states that the Draft EIR should demonstrate how mitigation measures will work beyond simply "promoting," "coordinating," or "encouraging." The County does not concur with this comment.

As discussed in **Response to Comment O-1.4-47**, the Newland Sierra TDM Program technical memorandum, and specifically "Table 2: TDM Program Performance Metrics and Targets" therein (see Appendix D of DEIR Appendix K), identifies the

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specific performance measures that the project is committing to, which would equate to the calculated TDM effectiveness percentages. The transportation coordinator (whose role/responsibilities are described on page 6 of the Newland Sierra TDM Program technical memorandum) is responsible for managing/ monitoring the TDM program to ensure compliance with Table 2. Table 2 incorporates and addresses each of the PDFs referenced in the comment: PDF-8, PDF-12, PDF-15, and PDF-16. The County will also monitor and ensure implementation of TDM strategies as part of the MMRP, as the strategies are incorporated into Mitigation Measure M-GHG-3. (*See*, Draft EIR, Mitigation Measure M-GHG-3 and Table 2.7-7.).The County will include the comment as part of the Final EIR for review and consideration by the decision-makers prior to a final decision on the project.

- I-129-8** The comment states that leaving your car at a park-n-ride is not an attractive idea to most people and then lists several suggested mitigation measures to be included in the EIR. The County acknowledges the comment and notes it expresses the opinions of the commenter, and does not raise an issue related to the adequacy of any specific section or analysis of the Draft EIR. The County will include the comment as part of the Final EIR for review and consideration by the decision-makers prior to a final decision on the project. No further response is required or necessary.
- I-129-9** The comment states that the Draft EIR needs to demonstrate how mitigation measures will be effective and how they will work to lessen impacts. The comment addresses general subject areas, which received extensive analysis in the Draft EIR. The comment does not raise any specific issue regarding analysis in the Draft EIR, therefore, no more specific response can be provided or is required. The County will include the comment as part of the Final EIR for review and consideration by the decision-makers prior to a final decision on the project.

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