

I-242 Todd Landers

I-242-1 The comment states that the NCTD Sprinter Station is not discussed as part of the Buena Creek / S. Santa Fe Intersection. The comment implies that the intersection experiences increased traffic congestion when a trolley is approaching and crossing the intersection. The County does not concur with this comment for the following reasons.

First, the Sprinter Station is not part of the proposed project, it is an existing transit facility.

Second, the intersection of Buena Creek / S. Santa Fe in analyzed in Section 2.13, Transportation and Traffic. Specifically, page 2.13-26 identifies this intersection as operating at LOS F in the AM peak hour and LOS E in the PM peak hour). Section 2.13.9.3 analyzes Existing Plus Project and identifies the intersection as a potentially significant impact (Impact TR-7) with LOS F in both the AM and PM peak hours. Section 2.13.9.4 analyzes Cumulative Plus Project and identifies a potentially significant cumulative impact to this intersection (Impacts TR-27) with LOS F in both the AM and PM peak hours.

Third, section 2.13.12, Mitigation Measures, proposes mitigation measure M-TR-7. With implementation of the improvements identified in M-TR-7, the significant impact at this intersection is reduced to less than significant. Similarly, implementation of M-TR-7 would reduce the identified cumulative significant impact to this intersection to less than significant.

I-242-2 The comment states that Buena Creek is classified as a 2C road operating at twice the capacity; however, the Draft EIR does not identify this as a significant impact. The comment asks how the proposed project addresses this impact. The County does not concur with this comment for the following reasons.

First, as to the roadway classification and level of service, Buena Creek Road is a 2.2E in the County of San Diego with a capacity of 16,200. Current volumes range from 9,200 to 10,400 ADT, resulting in LOS D. (Draft EIR, Table 12.13-2)

The proposed project would address between 2,390 and 3,960 ADT to Buena Creek Road and results in a Direct Impact with a LOS E (Impacts TR-14 and TR-15). (Table 2.13-17) Section 2.13.9 also identifies a potentially significant cumulative impact to Buena Creek Road between S. Santa Fe Avenue and Twin Oaks Valley Road (Impacts TR-35 and TR-36). Section 2.13.12 proposes mitigation measures M-TR-5, M-TR-6 and M-TR7, which would mitigate Impacts TR-14, TR-15, TR-35 and TR-36; however, because mitigation measure M-TR-5 is under the jurisdiction of the City of San Marcos, the impacts on Buena Creek Road between Monte Vista Drive and

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Twin Oaks Valley Road (TR-14 and TR-35) remains significant and unavoidable. The impacts between S. Santa Fe Avenue and Monte Vista Drive would be mitigated to less than significant. Thus, the Draft EIR addresses the road segment in question. No further response is required.