

I-278 Jon Mehtlan

I-278-1 This comment suggests the proposed project should include improvements to Deer Springs Road to address increases in traffic caused by the Project. The County concurs with the comment and directs the commenter to Draft EIR, Section 2.13, Transportation and Traffic, which addresses the existing traffic levels on Deer Springs Road, as well as the potential impacts of traffic resulting from implementation of the project, and cumulative projects. The Draft EIR identifies Deer Springs Road as currently operating at an LOS F between Twin Oaks Valley Road and the I-15 Southbound Ramps. Section 2.13.8 identifies potentially significant direct impacts to Deer Springs Road (Impacts TR-9, -10, and -11), and Section 2.13.8 identifies potentially significant cumulative impacts to Deer Springs Road (Impacts TR-29, -30, and -31).

Section 2.13.12, Mitigation Measures, includes three measures to address the above-listed impacts. Mitigation measure M-TR-8 requires the widening of Deer Springs Road, between Mesa Rock Road and I-15, to San Diego County 4.1A Major Road Standards and to be consistent with requirements set for by the Caltrans PSR for the I-15/Deer Springs Road interchange, prior to the issuance of the 24th certificate of occupancy. Implementation of these improvements would mitigate this impact to less than significant, however, because, “the timing and implementation of these improvements are partially under the jurisdiction and control of Caltrans and, thereby, subject to their concurrence and approval, for the purposes of this EIR, this impact is considered significant and unavoidable.”

Mitigation measure M-TR-9 requires the widening of Deer Springs Road prior to the issuance of the 58th certificate of occupancy. M-TR-9 includes Option A to widen the road to 2.1B Community Collector or Option B to widen the road to County 4.1B Major Road standards between Sarver Lane and Mesa Rock Road. Under Option B, impacts would be mitigated to less than significant. Under Option A, impacts would remain significant.

Mitigation measure M-TR-10 requires the widening of Deer Springs Road between Twin Oaks Valley Road and Sarver Lane prior to the issuance of the 40th certificate of occupancy. Similar to M-TR-8, implantation of M-TR-10 would reduce the impact on this segment of Deer Springs Road to less than significant, however, “the timing and implementation of the improvements to [a portion of] this segment are under the jurisdiction and control of the City of San Marcos and, thereby, subject to their concurrence and approval, for the purposes of this EIR, these impacts are considered significant and unavoidable.

Comment Letter Responses

The Draft EIR has addressed the proposed project's direct and cumulative on Deer Springs Road and identified triggers for when the mitigation measures are required to be implemented. The improvements have been incorporated into the proposed project's Tentative Map.

- I-278-2** This comment states that several studies are required to design the necessary road improvements, including geotechnical investigations. The comment also estimates the schedule to perform the studies. The Draft EIR has analyzed the potential impacts of widening Deer Springs Road as the comment suggests. Figure 1-29 shows the potential future configuration of Deer Springs Road. Figure 2.4-9C and 2.4-9D depicts impacts to biological resources along Deer Springs Road. Section 2.6 analyzes potential impacts to geology and soils, and includes mitigation measures for future geotechnical observation and/or testing, a final soils report based on final engineering, and field monitoring during grading.
- I-278-3** This comment expresses an estimate for the schedule to perform improvements to Deer Springs Road and suggests that traffic on surrounding roadways will be impacted as a result. This comment also expresses opposition to the project. As noted in Response D1-1, above, that the widening of Deer Springs Road would occur prior to the issuance of the 58th certificate of occupancy, thus, the project's contribution to traffic on Deer Springs Road during widening would be mostly related to construction traffic. The Draft EIR contains a project design feature (PDF-39) which requires the preparation of a Construction Traffic Control Plan prior to the issuance of the first grading permit, with individual Traffic Control Plans for, "specific off-site road improvement projects (e.g., widening of Deer Springs Road)." The Draft EIR specifically analyzes the Deer Springs Road widening and concludes that such construction traffic impacts would be less than significant.